

Appendix N

Public Meeting Summary Reports



ALAMO RMA

Alamo Regional Mobility Authority

"Moving people faster"

Final Meeting Report

US 281 Environmental Impact Statement Public Scoping Meeting #2

Prepared for the Federal Highway Administration

San Antonio, Texas
November 17, 2009

APPENDIX E

Master Comment Listing

Public Scoping Meeting #2 -- Master Comment Listing

The master comment listing below includes all comments received, in alphabetical order by commenter, as well as the corresponding reference number and response number. Each comment is presented verbatim as it was received in **Section 4.0**. Scanned images of each written comment are included in **Appendix F** and the court reporter transcript of verbal comments is included in **Appendix G**. All comment responses are included in **Section 5**.

Reference #	Name	Comment Received	Response #
2	Adelman, D.	Comment Card	Comment Noted and Considered
121	Adelman, D.	Meeting Evaluation	16, 22
10	Anonymous	Comment Card	11
19	Anonymous	Comment Card	2, 4, 11
28	Anonymous	Comment Card	2
36	Anonymous	Comment Card	5
38	Anonymous	Comment Card	2, 6
47	Anonymous	Comment Card	Comment Noted and Considered
53	Anonymous	Comment Card	Comment Noted and Considered
55	Anonymous	Comment Card	Comment Noted and Considered
83	Anonymous	Mail	1, 4, 16
91	Anonymous	Meeting Evaluation	1, 13
93	Anonymous	Meeting Evaluation	19
111	Anonymous	Meeting Evaluation	1, 4, 16
99	Barrera, Carol	Meeting Evaluation	4
34	Barrera, Gilbert	Comment Card	4
100	Barrera, Gilbert	Meeting Evaluation	4
73	Bauer, Walter	Email	2, 4
60	Benedict, Emily	Email	2, 4, 21
35	Berrera, Carol	Comment Card	4
74	Brite, Thomas	Email	4, 7
43	Byler, Lloyd	Comment Card	1
97	Byler, Lloyd	Meeting Evaluation	2, 4, 10
23	Chambers, Jackson	Comment Card	Comment Noted and Considered
107	Chambers, Jackson	Meeting Evaluation	Comment Noted and Considered
85	Cheatham, Cassandra	Website	4, 17
25	Coss, Cynthia V.	Comment Card	Comment Noted and Considered
105	Coss, Cynthia V.	Meeting Evaluation	Comment Noted and Considered
79	de Greef, Nico	Email	2, 4, 18, 15, 19
44	Delao, Caesar	Comment Card	2, 15
96	Dixon, Don	Meeting Evaluation	2, 4, 10
129	Dixon, Don	Court Reporter	4, 9, 16, 18, 21
46	Dixon, Don	Comment Card	4, 13, 5
45	Dixon, Don P.	Comment Card	4, 5, 10

Public Scoping Meeting #2 -- Master Comment Listing

Reference #	Name	Comment Received	Response #
32	Dixon, Paul	Comment Card	2
101	Dixon, Paul	Meeting Evaluation	Comment Noted and Considered
89	Dodson, George	Website	4, 9, 14
57	Doucette, Richard E.	Email	Specific Response, see Section 5.2
14	Drewa, David A.	Comment Card	2
123	Farris, Pam	Court Reporter	4, 9, 11, 12
82	Fernandez, Jose L.	Fax	2, 4, 7
16	Fieseler, Hal	Comment Card	7
127	Fieseler, Hal	Verbally	Specific Response, see Section 5.2
5	Forster, Frosty	Comment Card	Comment Noted and Considered
61	Galvan, Nicole	Email	2, 4, 21
49	Gay, Willis	Comment Card	Comment Noted and Considered
84	Gebhart, Mike and Bev	Mail	Comment Noted and Considered
88	Goodro, Thomas	Website	4
7	Gren, Eric	Comment Card	Comment Noted and Considered
52	Griffin, Cindy	Comment Card	Comment Noted and Considered
94	Griffin, Cindy	Meeting Evaluation	Comment Noted and Considered
77	Groomer, Georgina	Email	2, 13
86	Hall, Hollie	Website	1, 2
75	Hall, Les	Email	2
78	Hall, Terri	Email	Specific Response, see Section 5.2
67	Harren, Roylynn	Email	Comment Noted and Considered
87	Hartwig, Bruce	Website	4
20	Javer, David	Comment Card	2, 4
110	Javer, David	Meeting Evaluation	4, 9
58	Johnson, Steve	Email	1, 2, 4, 20
11	Juen, Byron	Comment Card	2
115	Juen, Byron	Meeting Evaluation	Comment Noted and Considered
126	Juen, Byron	Court Reporter	Specific Response, see Section 5.2
65	Kayser, Jim	Email	22
62	Kennedy, B.	Email	2, 4, 11, 19
8	Kinchen, Kerry	Comment Card	2, 4, 9
117	Kinchen, Kerry	Meeting Evaluation	10, 16
42	Klein, Julie	Comment Card	13
33	Koch, Harris	Comment Card	2
24	Koch, J.E.	Comment Card	2
106	Koch, J.E.	Meeting Evaluation	2
21	Lamberth, Jimmy	Comment Card	2
109	Lamberth, Jimmy	Meeting Evaluation	4
22	Lamberth, Lou	Comment Card	1, 2, 4
108	Lamberth, Lou	Meeting Evaluation	13, 16
18	Land, Charles	Comment Card	13

Public Scoping Meeting #2 -- Master Comment Listing

Reference #	Name	Comment Received	Response #
64	Lewis, Phil	Email	Specific Response, see Section 5.2
6	Lindsey, Keith	Comment Card	8
118	Lindsey, Keith	Meeting Evaluation	4, 16
1	Loeffler, Craig S.	Comment Card	4
122	Loeffler, Craig S.	Meeting Evaluation	19
48	Manny, David A.	Comment Card	Comment Noted and Considered
41	Mather, Rees	Comment Card	13
98	Mather, Rees	Meeting Evaluation	16
15	McLaughlin, Mac	Comment Card	2, 4
113	McLaughlin, Mac	Meeting Evaluation	Comment Noted and Considered
29	Meuns, Jimmy	Comment Card	1, 2
103	Meuns, Jimmy	Meeting Evaluation	16
76	Napolitano, John	Email	2
80	Peace, Annalisa	Email	Specific Response, see Section 5.2
70	Pheasey, Chuck	Email	2, 4, 15, 19
4	Phelps, Ken	Comment Card	8
119	Phelps, Ken	Meeting Evaluation	Comment Noted and Considered
71	Pichichero, Steve	Email	2, 15
56	Pickett, Kurtis	Comment Card	2, 4
66	Preble, Don	Email	Specific Response, see Section 5.2
81	Rasco, Tom	Fax	2, 19
40	Resedenchen	Comment Card	2
90	Rodriguez, R.	Website	Comment Noted and Considered
12	Roos, Marita	Comment Card	10
39	Rutkowski, Paul	Comment Card	2
9	Sartor, Sudie	Comment Card	4, 7, 12
116	Sartor, Sudie	Meeting Evaluation	16
54	Seguin, Russell	Comment Card	Comment Noted and Considered
92	Seguin, Russell	Meeting Evaluation	16
124	Seguin, Russell	Court Reporter	9, 4, 11, 21
128	Seguin, Russell	Court Reporter	2, 11, 13, 16, 19
3	Tedor, John	Comment Card	Comment Noted and Considered
120	Tedor, John	Meeting Evaluation	1, 2, 4, 16
125	Tedor, John	Court Reporter	1, 4, 11, 13, 16
30	Terrill, Bob	Comment Card	2
102	Terrill, Bob	Meeting Evaluation	4, 3
68	Thomsen, K.	Email	2, 19
13	Throckmorton, Robert W.	Comment Card	2, 4
114	Throckmorton, Robert W.	Meeting Evaluation	2
17	Towsley, Joyce	Comment Card	Comment Noted and Considered

Public Scoping Meeting #2 -- Master Comment Listing

Reference #	Name	Comment Received	Response #
112	Towsley, Joyce	Meeting Evaluation	4, 9
51	Towsley, Robert	Comment Card	Comment Noted and Considered
95	Towsley, Robert	Meeting Evaluation	Comment Noted and Considered
27	Tremallo, Robin	Comment Card	2
104	Tremallo, Robin	Meeting Evaluation	2, 10
26	Uhl, Beverly J.	Comment Card	2, 10
50	Uhl, M.	Comment Card	Comment Noted and Considered
59	Wardlaw, Peggy	Email	4, 15
69	Williams, T.J.	Email	Comment Noted and Considered
31	Wilson, Ewel D.	Comment Card	Comment Noted and Considered
37	Xidas, D.	Comment Card	Comment Noted and Considered
63	Xidas, Demitra	Email	1, 2, 20
72	Young, Howard	Email	15

APPENDIX F
Written Public Comments and Meeting
Evaluation Forms

Agency Scoping Comments



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

November 25, 2009



Leroy Alloway
Director
Community Development
Alamo Regional Mobility Authority
1222 N. Main Avenue, Ste 1000
San Antonio, TX 78212

SUBJECT: Scoping Comments for US 281 (Loop 1604 to Borgfeld Rd) Environmental Impact Statement

Dear Mr. Alloway:

In accordance with your letter dated November 4, 2009, the U.S. Environmental Protection Agency (EPA) is providing the following comments for scoping the Proposed US 281 Environmental Impact Statement (EIS). EPA has identified potential areas of concern that should be addressed in the EIS, including the development of alternatives and mitigation. We have identified that the proposed project:

1. may be less than 1 mile from an area of designated critical habitat for a rare species
2. may have wetlands nearby or present
3. may overlay a sole source aquifer
4. may be within an ozone non-attainment area
5. may have water dischargers, air emission points, and hazardous waste generators nearby
6. may be within the 100 or 500 year floodplain
7. may be within 100 meters of a school
8. may have environmental justice concerns

We appreciate the opportunity to provide comments to aid you in the development of the EIS. If you have questions or wish to coordinate further, please contact Dr. Sharon L. Osowski, of my staff at osowski.sharon@epa.gov or by phone at 214-665-7506.

Sincerely,

Cathy Gilmore
Chief, Office of Planning and
Coordination

cc: Mr. Salvador Deocampo, P. E., District Engineer, Texas Division, FHWA

Bryan W. Shaw, Ph.D., *Chairman*
Buddy Garcia, *Commissioner*
Carlos Rubinstein, *Commissioner*
Mark R. Vickery, P.G., *Executive Director*



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

December 2, 2009

Mr. Leroy Alloway
Alamo Regional Mobility Authority
1222 N. Main Avenue, Suite 100
San Antonio, TX 78212

Re: TCEQ Grant and Texas Review and Comment System (TRACS) #10078, City of San Antonio,
Bexar County - Scoping Meeting for the US 281 EIS

Dear Mr. Alloway:

The Texas Commission on Environmental Quality (TCEQ) has reviewed the above-referenced project and offers following comments:

A review of the project for General Conformity impact in accordance with 40 CFR Part 93 and Title 30, Texas Administrative Code § 101.30 indicates that the proposed action is located in the City of San Antonio, Bexar County, which is currently unclassified or in attainment of the National Ambient Air Quality Standards for all six criteria air pollutants. Therefore, General Conformity does not apply.

Although any demolition, construction, rehabilitation or repair project will produce dust and particulate emissions, these actions should pose no significant impact upon air quality standards. Any minimal dust and particulate emissions should be easily controlled by the construction contractors using standard dust mitigation techniques.

We look forward to reviewing environmental assessment documents as they become available.

Thank you for the opportunity to review this project. If you have any questions, please call Ms. Glenda Thorn at (512) 239-1980.

Sincerely,

A handwritten signature in cursive script that reads "Katherine Nelson".

Katherine Nelson
Assistant Division Director
Water Quality Planning Division

Comment Cards

COMMENT CARD

US 281 Environmental Impact Statement
 Public Scoping Meeting #2 - November 17, 2009
 Spring Hill Event Center

Please let us know your thoughts about the preliminary alternatives that are considered "fatally flawed" and being recommended for elimination. Please check "agree" or "disagree" for the alternatives below.

Heavy Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Commuter Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Monorail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Automated Guideway Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Personal Rapid Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
New Parallel Corridor	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree

If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

No toll ROADS - Why would we CHARGE AN ENTRY
FEE TO this city

Name: Craig S. Loeffler

Address: 1856 Lookour Forest City, State Zip SA. TX 78260

Email: CS Loeffler @ yahoo.com

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

#2



COMMENT CARD

US 281 Environmental Impact Statement
Public Scoping Meeting #2 - November 17, 2009
Spring Hill Event Center

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Monorail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
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Take Bill Thorton, Nelson Wolfe, Kevin Wolfe and the rest of the life time politicians out of the mix. If you don't live or work on the 281 N Corridor you can't decide the future of those of us that do. Our impact is daily.

Name: P. Adelman
Address: 2700 E Ramblerwood City, State Zip San Antonio, TX 78261
Email:

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

#3



COMMENT CARD

US 281 Environmental Impact Statement
Public Scoping Meeting #2 - November 17, 2009
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Commuter Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Monorail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Automated Guideway Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Personal Rapid Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
New Parallel Corridor	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree

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NEED TO SEPARATE/DEFINE TOLL & NON-TOLL OPTIONS.

WE DO NOT NEED OR WANT TOLL ROAD.

Name: JOHN TEDOR

Address: 25242 CALLAWAY City, State Zip S.A. TX 78260

Email: jtedor@sattx.vv.com

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

#4



COMMENT CARD

US 281 Environmental Impact Statement
Public Scoping Meeting #2 - November 17, 2009
Spring Hill Event Center

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Commuter Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Monorail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
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REVERSABLE LANES - CHEAPER THAN
BUILDING (MORE) ONE-WAY LANES.

Name: KEN PHELPS

Address: 18222 CRYSTAL CUBE City, State Zip SA, TX 78259

Email:

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#5



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Eliminate all options but (4-6), 8, 10, and 11

Name: *FROSTY FORSTER*

Address: *19915 W. Henkburg*

City, State Zip *San Antonio TX 78256*

Email: *FFORSTER@PAPE-DAWSON.COM*

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

#6



COMMENT CARD

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If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

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UP GRADE EXISTING US 281 NORTH OF LOOP 1604 TO AN EXPRESSWAY WITH FRONTAGE
ROADS DOES NOT CAPTURE MANY OF THE ADVANTAGES OF "ELEVATED REVERSIBLE CENTER
LANES." THESE IDEAS NEED TO BE SPLIT OUT INTO TWO OPTIONS SO THAT IT CAN
BE SHOWN THAT THE ELEVATED LANES WILL CAUSE NO DISRUPTION TO THE CURRENT CONFIGURATION

Name: KEITH LINDSEY

Address: 2027 SUNDERIDGE DR

City, State Zip SATX 78260

Email: KLINDSEY1@GMAIL.COM

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

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If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

there is not enough North South route's

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

Please write documents

Name: Eric Green

Address: 534 Mesa Loop

City, State Zip

SA, TX 78258

Email: _____

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My suggestion is to build a freeway with gas tax money for 281 that has overpasses and frontage roads and NO tolls.

Name: KERRY KINCHEN

Address: 31416 SUNLIGHT DR

City, State Zip BULVERDE, TEXAS, 78163

Email: kkinchen@satx.rr.com

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

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COMMENT CARD

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Spring Hill Event Center

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New Parallel Corridor	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree

If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

The Road needs to be built as a
freeway without Tolls. We do
not need a 20 lane Toll Road, we
cannot afford it. Let us vote on this.

Name: Sudie Sartor

Address: 505 El Portal

City, State Zip S.A. TX 78232

Email: sudie-sartor@yahoo.com

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

COMMENT CARD

US 281 Environmental Impact Statement
 Public Scoping Meeting #2 - November 17, 2009
 Spring Hill Event Center

Please let us know your thoughts about the preliminary alternatives that are considered "fatally flawed" and being recommended for elimination. Please check "agree" or "disagree" for the alternatives below.

Heavy Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Commuter Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Monorail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Automated Guideway Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Personal Rapid Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
New Parallel Corridor	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree

If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

Give us the original plan prepared
 in 2000 and go with the
 overpasses

Name: _____

Address: _____

City, State Zip _____

Email: _____

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

#11



COMMENT CARD

US 281 Environmental Impact Statement
Public Scoping Meeting #2 - November 17, 2009
Spring Hill Event Center

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Heavy Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Commuter Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Monorail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Automated Guideway Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Personal Rapid Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
New Parallel Corridor	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree

If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

Please upgrade existing 281 to grade separated expressway with frontage road alternative.

Name: Byron Juén

Address: 214 Silentbluff

City, State Zip San Antonio, TX 78216

Email: BJUEN@SATX.RR.COM

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

#12



COMMENT CARD

US 281 Environmental Impact Statement
Public Scoping Meeting #2 - November 17, 2009
Spring Hill Event Center

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Heavy Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Commuter Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Monorail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Automated Guideway Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Personal Rapid Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
New Parallel Corridor	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree

If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

would like to see how growth management plan
weighs in with each proposed alternative vs.
being a stand alone. Several options e.g. BRT,
TSM might mitigate other alternatives - would like
to see matrix evaluating these.

Name:

Marita Roos

Address:

107 Talavera Pkwy #531

City, State Zip SA TX 78232

Email:

MR005.53@gmail.com

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

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 Spring Hill Event Center

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Heavy Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Commuter Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Monorail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Automated Guideway Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Personal Rapid Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
New Parallel Corridor	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree

If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

Too many options when only, for Hwy 281 and Loop 1604,
 the citizens want freeways, without stop lights, and over-passes
 Because - it would be affordable (as opposed to 50 yrs of tolls)!

Name: Robert W. Throckmorton

Address: 27630 Riata Ranch Dr. City, State Zip S.A., TX 78261

Email:

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

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Heavy Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Commuter Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Monorail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Automated Guideway Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Personal Rapid Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
New Parallel Corridor	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree

If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

PRIMARY FOCUS SHOULD BE ON CONVERTING 281 TO FULL EXPRESSWAY
 WITH OPTIONAL TOLL LANES IF IT WOULD EXPEDITE THE PROJECT
 AND/OR PROVIDE SIGNIFICANTLY FASTER/MORE EFFICIENT TRAVEL
 LANES.

Name: DAVID A. DREWA

Address: 21406 ENCINO LOOKOUT City, State Zip SA TX 78259-2656

Email: DAVID@DREWADESIGNS.COM

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

#15



COMMENT CARD

US 281 Environmental Impact Statement
Public Scoping Meeting #2 - November 17, 2009
Spring Hill Event Center

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Heavy Rail	<input checked="" type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
Commuter Rail	<input checked="" type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
Monorail	<input checked="" type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
Automated Guideway Transit	<input checked="" type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
Personal Rapid Transit	<input checked="" type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
New Parallel Corridor	<input checked="" type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree

If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

Non-tolled Expressway needs to be built
Light rail would nice in the future

Name: Mac McLaughlin

Address: 26211 Lookout Falls City, State Zip SAT 78260

Email: MAC MCLAUGHLIN@HOTMAIL.COM

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

COMMENT CARD

US 281 Environmental Impact Statement
 Public Scoping Meeting #2 - November 17, 2009
 Spring Hill Event Center

Please let us know your thoughts about the preliminary alternatives that are considered "fatally flawed" and being recommended for elimination. Please check "agree" or "disagree" for the alternatives below.

Heavy Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Commuter Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Monorail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Automated Guideway Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Personal Rapid Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
New Parallel Corridor	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree

If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

PUBLIC Vote on TOLL RDs.

Name: *HAL GIESELER*
 Address: *4140 MENGER SAT 78259* City, State Zip
 Email: *Creekbottom@SATX.RR.COM*

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

#17



COMMENT CARD

US 281 Environmental Impact Statement
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Spring Hill Event Center

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Heavy Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Commuter Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Monorail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Automated Guideway Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Personal Rapid Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
New Parallel Corridor	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree

If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

Canyon Golf would suffice

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

*The extra Load added when school starts
seems convenience for procrastinating Kids.*

Name: *Joyce Towles*
Address: *2014 Sangrass Ridge* City, State Zip *SA TX 78260*
Email: *SA towles@GUTC.com*

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

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 Spring Hill Event Center

Please let us know your thoughts about the preliminary alternatives that are considered "fatally flawed" and being recommended for elimination. Please check "agree" or "disagree" for the alternatives below.

Heavy Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Commuter Rail	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
Monorail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Automated Guideway Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Personal Rapid Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
New Parallel Corridor	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree

If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

We need a mass transit system that moves people faster, more quickly than cars.

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

No costs were discussed. We can't form good opinions without costs. Move the most cars the quickest we can at the lowest cost. Toll road proposals grossly overbuilt.

Name: *Charles Land*

Address: *26407 Bubbling Brk* City, State Zip *78260*

Email: *cland1@sattx.net*

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

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Please let us know your thoughts about the preliminary alternatives that are considered "fatally flawed" and being recommended for elimination. Please check "agree" or "disagree" for the alternatives below.

Heavy Rail	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
Commuter Rail	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
Monorail	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
Automated Guideway Transit	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
Personal Rapid Transit	<input type="checkbox"/> Agree <i>maybe</i>	<input type="checkbox"/> Disagree
New Parallel Corridor	<input type="checkbox"/> Agree <i>"</i>	<input type="checkbox"/> Disagree

If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

Not practical for a huge geographical area

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

Overpasses are the best solution & were funded years ago. Then — the legislature diverted the funds — as usual. Get the crooks out of the capital & return the funds

Name:

Address:

City, State Zip

Email:

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

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Heavy Rail	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
Commuter Rail	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
Monorail	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
Automated Guideway Transit	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
Personal Rapid Transit	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
New Parallel Corridor	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree

If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

All - Widen Existing ROW - NO Toll

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

DOEN PASSES, WIDEN LANES, - NO Toll

Name: DAVID TAOREN

Address: 119 E. Rhapsody

City, State Zip

SAT 16

Email:

APPRAISE@STIC.NET

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

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Commuter Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Monorail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Automated Guideway Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Personal Rapid Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
New Parallel Corridor	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree

If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

TEXANS DRIVE TO AND FROM THEIR DESTINATION. THE RAILS DON'T
GET YOU ALL THE WAY THERE AND BACK.

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

Name: JIMMY LAMBERTH
 Address: 12420 STUART RD. City, State Zip SAN ANTONIO, TX 78243
 Email: MJIM@FLASH.NET

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

#22



COMMENT CARD

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Heavy Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Commuter Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Monorail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Automated Guideway Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Personal Rapid Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
New Parallel Corridor	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree

If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

Some #8-10
The "objectives" and "alternatives" are often very broad - "the devil is in the details." The political process must listen to the people (the voters) as the details are developed.
NO TOLL ROADS !!!

Name: Lou Lamberth

Address: 12420 STUART RD City, State Zip San Antonio, TX 78263

Email: LLamberth301@gmail.com

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

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Heavy Rail	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
Commuter Rail	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
Monorail	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
Automated Guideway Transit	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
Personal Rapid Transit	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
New Parallel Corridor	<input checked="" type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree

If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

yes

yes

Name: Jackson Chambers

Address: 23620 Oakland CV City, State Zip SA, TX 78258

Email: jack1130-5@hotmail.com

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COMMENT CARD

US 281 Environmental Impact Statement
 Public Scoping Meeting #2 - November 17, 2009
 Spring Hill Event Center

Please let us know your thoughts about the preliminary alternatives that are considered "fatally flawed" and being recommended for elimination. Please check "agree" or "disagree" for the alternatives below.

Heavy Rail	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
Commuter Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Monorail	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
Automated Guideway Transit	<input type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Personal Rapid Transit	<input type="checkbox"/> Agree	<input type="checkbox"/> Disagree
New Parallel Corridor (NO TOLL)	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree

If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

(1) LIGHT RAIL (2) EXPRESS BUS SERV (3)
 GRADE SEPARATED INTERSECTIONS (4) UP GRADE 281 TO EXPRESSWAY
 (5) HOV LANES

Name: J.E. KOCH

Address: 27006 FIDDLERS PASS

City, State Zip S.A. TX 78260

Email:

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Automated Guideway Transit	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
Personal Rapid Transit	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
New Parallel Corridor	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree

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① Yes ② Yes ③ Yes

Name: Cynthia V. Cross

Address:

City, State Zip 78249

Email: ccross@hntb.com

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Automated Guideway Transit	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
Personal Rapid Transit	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
New Parallel Corridor	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree

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* grade separated intersections

* expand parallel corridor Blanco & Belverde

** Upgrade US 281 to an expressway

bus rapid transit - no bus service beyond 1604 ave 281

Name: Beverly J. Uhl

Address: 3634 Crimson Star City, State Zip San Antonio TX
 78261

Email: MUHL@GUTC.com

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#21



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Automated Guideway Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Personal Rapid Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
New Parallel Corridor	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree

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I especially like the light rail & expressway alternatives. The no build option is no option.

Name: *Robina Tremallo*

Address: *18427 Redrock Creek* City, State Zip *SA TX 78259*

Email: *rtremallo@yahoo.com*

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New Parallel Corridor	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree

If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

a rail might work if there were enough people who would ride it to a specific place 281 45 1-10

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

Name:

Address: City, State Zip

Email:

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Good range of alternatives. Some objectives missing i.e. timely consideration and cost effectiveness. Definitely like to see Alternatives 8, 10 + 11 researched in detail and unbiased assessments made available to the public.

Name: *Simmy Means*

Address: *902 Enchanted Rock* City, State Zip *SATX, 78260*

Email: *jtmeans@hotmail.com*

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8 & #10

Name: BOB TERRILL JR.

Address: 21414 ENCINO CALLEA

City, State Zip S.A. TX 78259

Email: TERRBHT2000@YAHOO.COM

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New Parallel Corridor	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree

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they were not to be used

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

*Just Complete A TOTAL Fix To Reduce Congestion
 Whether TOLLED OR NOT TOLLED*

Name: *EWEL D. WILSON*

Address: *2230 ESTATE CTR DR*

City, State Zip *San Antonio, TX 78260*

Email:

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

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BUILD OVERPASSES

Name: Paul Dixon

Address: 9165 N. PT

City, State Zip SA TX 78266

Email: _____

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Build overpasses

Name: Harris Koch

Address: 3810 River Falls

City, State Zip

S.A. TX 78159

Email:

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NO TOLLS

Name:

Gilbert Barrera

Address:

20110 Steira Osaura

City, State Zip

Email:

cderez@satx.rr.com

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#35



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NO TOLLS

Listen to
the people

Name: Carol Barrera Osaura
Address: 20110 Sierra Oscura City, State Zip 78259
Email: cderesz@satx.rr.com

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I wish we had more information about each alternative's environmental impacts- this info should be included now (not in the last steps of the process).

Name:

Address:

City, State Zip SA TX 78210

Email:

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Agreed w/ alternative that will
eliminated

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Really like the format of the
meeting + the breaking up of small
group + discussing the alternatives
Give everyone opportunity to give feedback

Name: D X1045

Address: 2731 Trinity Pl City, State Zip

San Antonio TX
78261

Email:

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I don't have a solution for this one, but people need a better understanding of choices & consequences. How would light rail function to serve this community? What would the system be like by just adding lanes?

Name: _____

Address: _____

City, State Zip _____

Email: _____

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

COMMENT CARD

US 281 Environmental Impact Statement
 Public Scoping Meeting #2 - November 17, 2009
 Spring Hill Event Center

Please let us know your thoughts about the preliminary alternatives that are considered "fatally flawed" and being recommended for elimination. Please check "agree" or "disagree" for the alternatives below.

Heavy Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Commuter Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Monorail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Automated Guideway Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Personal Rapid Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
New Parallel Corridor	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree

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*YES - BUILD
 ADDITIONAL LANES - TO INCLUDE ADD'L
 LEFT + RIGHT TURN LANES - NOW!!*

Name: *PAUL RUTKOWSKI*

Address: *25810 MOUNT CARMEL*

City, State Zip *SAN ANTONIO, TX 78260*

Email: *PAULRUTKOWSKI@MSN.COM*

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Personal Rapid Transit	<input type="checkbox"/> Agree	<input type="checkbox"/> Disagree
New Parallel Corridor	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree

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*It will give addition lane, & ease congestion
 on existing lanes // commuter rail would need parking lot
 to leave vehicles where you board !!*

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*alternatives that would include more passes or
 multi-layered expressways (such as has been done at Loop 410
 and IH 10).*

Name: *Resident in*

Address: *Timberwood Park*

City, State Zip *S. A. TX 78260*

Email:

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8 & # 10 are confusing. We were told that the "questions" had to be confusing, rather than straightforward. They reminded me of an election that was never in doubt - confusing by design!

Name: Reese Walker

Address: 26233 High Timber Dr City, State Zip SA, TX 78260

Email: ReeseWalker@gvte.com

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US 281 Environmental Impact Statement
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Commuter Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
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Personal Rapid Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
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should show cost both toll vs non toll
also cost of toll / mile is also an issue
San Antonio shouldn't allow building if don't have
roads to support growth

Name: Julie Klein

Address: 524 Rusty water City, State Zip SA 78260

Email: djklein@gvfc.com

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#43



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Heavy Rail

☒ Agree

☐ Disagree

Commuter Rail

☒ Agree

☐ Disagree

Monorail

☒ Agree

☐ Disagree

Automated Guideway Transit

☒ Agree

☐ Disagree

Personal Rapid Transit

☒ Agree

☐ Disagree

New Parallel Corridor

☒ Agree

☐ Disagree

If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

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- Need 5th column for purpose objective of "lower cost"

- maximum use of access - HOV or HOT access are not used to maximum capacity

Name: Lloyd Byler

Address: 999 E. Basse Rd. 180-419 City, State Zip San Antonio, TX 78209

Email: Lmbrepair@gmail.com

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#44



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New Parallel Corridor	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree

If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

San Antonio mass transit infrastructure is Not
Built Enough for any Transit system to fix 281.

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

I think the Over express way is the solution
It will have less impact to the Environment and
will address growth, traffic volume, etc. I also
think the Super street will not help, you can reduce

Name: the cycles By changing the sequence at each Intersection
Caesar Dela
Address: San Antonio 3331 Roan Uly. City, State Zip SA TX
Email: Seazar38@yahoo.com

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PROCESS TO COMPLICATED - NO

RELIABLE INFORMATION DATA

ALL FUNDS SHOULD BE USED FOR

NOT TOLL ROAD NO FUNDS USED FOR TRANS.

Name: DON P DIXON

Address: 206 MORRISSE City, State Zip SAN ANTONIO TX 78209

Email:

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Personal Rapid Transit	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree
New Parallel Corridor	<input type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree

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BUILD FREEWAY ON US 281N

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

KCCO COST LOW

TOO MANY LEVELS OF COST THAT IS

TX DOT - MPO - ALAMO RMA

DISOLVE THE RMA - DUPLICATION OF

Name: EFFORTS - WASTE OF MONEY

Address: DON DIXON City, State Zip SAN ANTONIO TX 78209

Email: 206 MENENDEZ DR

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

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Name:

Address:

City, State Zip

Email:

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Name: DAVID A. MANNY

Address: 1146 FLAGSTONE DR.

S.A. TX 78260
 City, State Zip

Email: david@manny@aol.com

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Name: Willis Gay
 Address: 23303 SEVEN WINDS City, State Zip 78258
 Email: _____

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Name: M. Uhl

Address: 3634 Crimson Star City, State Zip San Antonio TX 78249

Email: MUHL@GUTC.COM

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Name: Robert Towler

Address: 2014 Sawgrass Ridge

City, State Zip S.G. TX 78260

Email: sa-towler@bvtc.com

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Name:

CINDY GRIFFIN

Address:

818 Veado Hills

City, State Zip

SAT 78260

Email:

Cgriffin43@sattx.rr.com

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Heavy Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Commuter Rail <i>Keep</i>	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Monorail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Automated Guideway Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Personal Rapid Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
New Parallel Corridor	<input checked="" type="checkbox"/> Agree	<input checked="" type="checkbox"/> Disagree

If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

Name:

Address:

City, State Zip

Email:

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.



COMMENT CARD

US 281 Environmental Impact Statement
Public Scoping Meeting #2 - November 17, 2009
Spring Hill Event Center

Please let us know your thoughts about the preliminary alternatives that are considered "fatally flawed" and being recommended for elimination. Please check "agree" or "disagree" for the alternatives below.

Heavy Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Commuter Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Monorail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Automated Guideway Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Personal Rapid Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
New Parallel Corridor	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree

If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

Name: RUSSELL SEGUIN

Address: _____ City, State Zip _____

Email: _____

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

COMMENT CARD

US 281 Environmental Impact Statement
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Heavy Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Commuter Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Monorail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Automated Guideway Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Personal Rapid Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
New Parallel Corridor	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree

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Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

Name: _____

Address: _____

City, State Zip _____

Email: _____

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COMMENT CARD

US 281 Environmental Impact Statement
 Public Scoping Meeting #2 - November 17, 2009
 Spring Hill Event Center

Please let us know your thoughts about the preliminary alternatives that are considered "fatally flawed" and being recommended for elimination. Please check "agree" or "disagree" for the alternatives below.

Heavy Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Commuter Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Monorail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Automated Guideway Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Personal Rapid Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
New Parallel Corridor	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree

If you "disagree" with any of the alternatives being eliminated, please tell us which one(s) and why.

Please let us know your thoughts, concerns, and suggestions. Do the preliminary alternatives capture the **range of alternatives** that should be considered? Do the **objectives define the type of improvements** that you would like to see? Do the **alternatives that have been carried forward** represent options you would like to see studied in more detail? Are there any other items you would like us to be aware of as the process moves forward? (Please use additional sheets if needed.)

LOWEST COST NO TOLL ALTERNATIVE
COMPETITIVE BIDDING REQUIREMENT

Name: KURTIS PICKETT

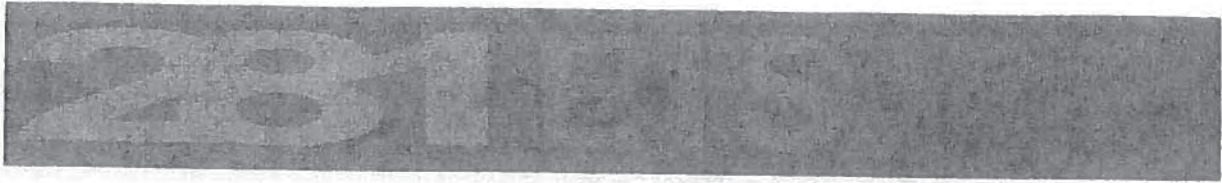
Address: 5403 MOUNTAIN VISTA City, State Zip SAN ANTONIO, TX 78247

Email: _____

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

Comments submitted via Email

57 Email



COMMENT CARD

US 281 Environmental Impact Statement
Public Scoping Meeting #2 - November 17, 20
Spring Hill Event Center

Please let us know your thoughts about the preliminary alternatives that a
flawed" and being recommended for elimination. Please check "agree" or
alternatives below.

Heavy Rail

☒ Agree

Commuter Rail

☐ Agree

Monorail

☒ Agree

Automated Guideway Transit

☒ Agree

Personal Rapid Transit

☒ Agree

New Parallel Corridor

☐ Agree

If you "disagree" with any of the alternatives being eliminated, please tell u

SEE ADDITIONAL SHEET

Please let us know your thoughts, concerns, and suggestions. Do the pre
capture the **range of alternatives** that should be considered? Do the **obj**
improvements that you would like to see? Do the **alternatives that have**
represent options you would like to see studied in more detail? Are there
like us to be aware of as the process moves forward? (Please use addition

SEE ADDITIONAL SHEET

Comment Card
US 281 Environmental Impact Statement
Public Scoping Meeting #2 – November 17, 2009
Spring Hill Event Center

Continuation Sheet – Comments by Richard Doucette
November 29, 2009

1. If you “disagree” with any of the alternatives being eliminated, please tell us which one(s) and why.
 1. Disagree – Commuter Rail: I believe commuter rail should be included in the alternatives for this project. Your briefing says that Commuter Rail should be eliminated because there is no existing rail line and that it is not compatible with corridor plans.
 2. It is true that there is no existing rail line. However there is an existing Union Pacific rail line from downtown north up along 281 until just before Airport Blvd. This particular rail segment is being developed for passenger rail service by the Austin-San Antonio Intermunicipal Commuter Rail District.
 - a. It is possible to use the existing line and build an additional line north from where the existing line diverges from 281. This would better connect this existing line to the airport.
 - b. Corridor plans should include all possible ways of moving commuters to and from the suburbs, especially those that do not require automobiles. The MPO should include commuter rail up the US 281 corridor from downtown to at least the county line as part of their overall plan to move people off the roads and onto alternative transportation.
 - c. By taking this option off the table, you could be skewing the results toward additional vehicle volumes. We need to plan to take cars off the road if at all possible, not add only automobile capacity.
 3. Disagree – New Parallel Corridor. As the population swells north of 1604, there needs to be additional capacity.
 - a. Right now, Blanco is being widened to handle additional capacity, but there is only marginal north-south additional capacity being added east of 281 on Bulverde Road.
 - b. This area is underdeveloped at the moment and an additional corridor should be considered – specifically Bulverde Road or another alternative not yet planned as the east side of 281 is developed.
 - c. By eliminating the alternative of an additional new parallel corridor where there is capacity to do so, you are skewing the data in favor of just expanding 281. This would make 281 expansion look like the only reasonable alternative, which is certainly NOT the case. Why not consider increasing the capacity of both Blanco Road and Bulverde Road?
2. Additional Comments:
 - The planned alternatives really do need to be included in a comprehensive plan for future development and traffic in San Antonio. I understand that the MPO has a master plan for our transportation needs. However, I believe that the current developers (residential and commercial) in north 281 corridor are building infrastructure FIRST and worrying about transportation capacity second. This needs to be a coordinated effort. New development in this area must be tied to the capacity of the transportation network to absorb the additional

loads and access requirements. This is not being done now. If one looks at the new shopping centers and housing already being developed along 281, it is obvious to even the most casual observer that we are pouring thousands of additional commuters and shoppers into a corridor that cannot handle the load during rush hours.

- This planning should use “Smart Transportation.” As defined by PennDOT and NJDOT, *“Smart Transportation recommends a new approach to roadway planning and design, in which transportation investments are tailored to the specific needs of each project. The different contexts - financial, community, land use, transportation, and environmental - determine the design of the solution. The best transportation solution arises from a process in which a multi-disciplinary team, considering a wide range of solutions, works closely with the community. Inclusive of context-sensitive solutions (CSS), Smart Transportation also encompasses network connectivity, and access and corridor management. It will help both states and communities adapt to the new financial context of constrained resources.”*
- Transportation planning needs to include multi-modal alternatives. Your study does include several primary alternatives. The plan should not include only one of the alternatives mentioned, but a range of alternatives that *together* help reduce the bottleneck created by all traffic being funneled onto 281. In other words, the solution needs to be a mix of different alternatives that do the following:
 1. Plan for proper connectivity. Create different paths for people to flow to and from different destinations along the 281 corridor. For instance, commuters that need to go south of 1604 may use their vehicles on 281, take a form of rapid transit to their destination (fixed or non-fixed guideway) or other alternatives for local destinations.
 2. One alternative that needs to be included in this study is Ride Sharing. This is a little-used alternative that reduces the number of vehicles using a corridor by a factor equal to the number of extra passengers (above 1) that are sharing the vehicle. Mandatory or “encouraged” ride sharing could significantly reduce the vehicle load in this corridor.
 3. As noted below, we need to define and develop streets that meet the needs of the context in which people are traveling. I’ve seen street types defined this way:
 - a. Arterial - Regional
 - b. Arterial - Community
 - c. Collector - Community
 - d. Collector - Neighborhood
 - e. Local
 4. 281 is both a regional and community arterial road. As such, it serves two purposes. One, it provides a regional (National) highway from north to south Texas – to and through San Antonio. Two, it provides a regional highway to transport people to/from their community destinations.
 5. We need to keep the US Highway 281 that serves as a regional arterial open and available to those who are transiting through San Antonio to another destination (to the coast, for example). Tolling should not be an option for these users, as the road serves as the regional National freeway to and from regional destinations.
 6. 281 is also a community arterial. But not everyone who is currently funneled onto 281 needs to be there. What is needed is a series of “alternate routes” or local streets to and from local and not-too-distant destinations. This would keep a lot of traffic off of the main artery. For instance, developing alternate back access to/from the shopping centers (especially on the same side of 281) such as Bulverde Road, Blanco Road and

others would allow those needing to get to the stores, etc., to get there “the back way” and stay off of 281. There needs to be sufficient “back roads,” and this needs to be part of the alternatives studied to eliminate congestion on 281.


7. Currently, most of the residential subdivisions have limited access or actually enter/exit only onto 281, which does not have access roads. This type “pod development” funnels drivers onto 281, causing additional congestion. Developing more “back road” paths to/from these areas would alleviate much of that congestion and keep folks off of 281. At the very least, access roads must be implemented all along 281 where vehicles now have access only directly onto 281.
8. Unfortunately, a lot of development has taken place without concurrent planned highway development and action. Planning for the future of the corridor should include provisions to add those features and provisions that have not been made up to this point. Band-Aiding the problem by simply fixing 281 without adding the additional transportation infrastructure will not really solve the problem. An access management plan should be in every alternative considered.
9. We need to take a more long-range look at the needs of the entire 281 corridor. We should not fix the current stretch of 281 in isolation. As I noted above, there is a lot of current development going on both in the area being studied and north of that. Unless we plan for how the entire 281 corridor is developed, there is a good possibility that we will “fix” the current problem only to have the same problem north of the newly developed roadway. Further, if we build a lot of capacity into the currently-studied stretch of 281, will this extra load cause backups when it funnels into the existing portion of 281 south of 1604? Or back up as people exit to take 1604 east and west? Or when it funnels into two lanes on 281 north of the expansion? This all needs to be planned accordingly. It is critical for any analysis of US 281 improvements to examine the congestion impacts on US 281, Loop 1604 and other arterial roadways outside of the immediate study area.
10. To sum up some of the above, in the local 281 corridor, it comes down to connectivity and access management. There needs to be a well thought out scheme to allow interconnections in the local area, to take the pressure off of making everyone funnel into 281.
11. There have been plans for many years to put overpasses (grade separated intersections - option 8). This alternative will solve 90% of the congestion problem, at a cost far less than any tolled alternative. We, as taxpayers and drivers, have already paid for this type of project many times over. We should not have to pay for it again by tolling the existing (expanded) roadway. Let’s get on with building this option, or something similar. If some of the other local interconnections cannot be made in the short run, I believe that option 10 would be a better alternative by keeping most of the local traffic on the access roads.
12. Speaking of overpasses, we should also discuss alternatives to stop lights at the intersections. One excellent alternative, highly touted by the Federal Highway Administration, is roundabouts. I understand that there are many good reasons for this, one of the principal ones being a significant reduction in intersection-related crashes (especially fatal ones). My own personal experience living in the United Kingdom for many years (where roundabouts are the norm) is that they are far superior to traffic lights and should be seriously considered during design of the overpasses. I understand that roundabouts are eligible for 100% federal funding due to their safety characteristics.

13. I also believe that adding HOV or HOT lanes (alternative 11) is not the answer. These lanes are usually reserved for "through traffic" which is not planning on exiting the highway until the HO lane ends. However, many of the current drivers backed up on 281 are, in fact, going to destinations along this area of 281. So providing the HOV/T lanes would only reduce some congestion for those going farther north or south.

- I very much believe that we, as taxpayers and drivers, have paid into the gas tax fund for a long time. We also pay our federal taxes, some of which are used to construct new national freeways. We deserve to "get what we paid for" and what we expect from local, state and national government. Our state leaders have both raided the transportation funds for other requirements and funneled funds into other projects (such as the Wurzbach Parkway) in such a way as to make the case for "we are out of money, we have emergency needs, and we can only fix it with tolled roads." As taxpayers, we will not stand for this. As the MPO meeting recently at the Alzafar Temple showed, the taxpayers in San Antonio do not want tolled roads. We especially do not want tolled roads tolled in perpetuity. This is morally unconscionable. There have to be other alternatives to tolls, and I believe there are.
- In conclusion. As part of your EIS study of alternatives, you also need to provide a range of alternatives that take the pressure off of 281 while fixing the capacity problem on 281. Your plan and your study focus on "fixing the 281 problem" in isolation from the other transportation planning practices that also need to be a part of the plan, especially the connectivity and access issues, which your plan does not include.

Richard E. Doucette
6410 Sienna Circle
San Antonio, TX 78249
(210) 379-3647 (cell)
rdoucette@satx.rr.com

#58

 You replied on 11/30/2009 11:47 AM.**US281EIS**

From: Steve and Lee Johnson [steveleejohnson@sbcglobal.net] **Sent:** Mon 11/30/2009 7:02 AM
To: US281EIS
Cc:
Subject: Scoping meeting #2 comments
Attachments:

I have lived in Encino Park and commuted downtown every day for 13 years so I am familiar with the problems plaguing 281. Here are my comments:

1. The preliminary alternatives are fine. I prefer Grade separated intersections and Expand parallel corridors.

2. There is a flaw in the objectives: there is no mention of alternatives for funding. It appears that tolls are the implicit choice for funding. One objective is to "maximize the use of non-toll funds", but there is no mention of tolling. I oppose tolling for generating any funds above what it costs to expand 281. I resent being a cash cow for TXDOT projects all over the state. Tolls could significantly reduce property values in Encino Park because of the extra cost and inconvenience of getting in and out of Encino Rio, which would obviously affect me.

3. Reduce the size of the pdf files. Even with DSL, they are slow to download, and people with a dialup connection probably can't view them.

Sincerely,

Steve Johnson

 You forwarded this message on 11/25/2009 10:37 AM.

US281EIS

From: Alamo RMA Community Relations
To: US281EIS
Cc:
Subject: FW: 281 Freeway
Attachments:

Sent: Wed 11/25/2009 9:31 AM

Leroy D. Alloway

Director, Community Development

Alamo Regional Mobility Authority

From: Peggy Wardlaw [mailto:Peggy.Wardlaw@wardlawappraisal.com]
Sent: Tuesday, November 24, 2009 9:30 PM
To: Alamo RMA Community Relations
Subject: 281 Freeway

As a small business owner and a resident of Encino Park, I am **Totally opposed to a toll road** for the 281 expansion. I am in favor of the Superstreet concept.

Thanks,

Peggy

Peggy Wardlaw PE, RPA

16601 Blanco Rd #100


San Antonio, Tx, 78232

210-448-2000 Office

210-386-6601 Cell

peggy.wardlaw@wardlawappraisal.com

#60

 You replied on 11/19/2009 3:18 PM.**US281EIS****From:** Emily Benedict [emily.benedict@gmail.com]**Sent:** Wed 11/18/2009 1:37 PM**To:** US281EIS**Cc:****Subject:** Highway 281**Attachments:**


Alamo Regional Mobility Authority

With the rapid growth and development on 281, north of 1604, it is time for the roads to finally catch up. I believe the best solution would be to turn this section of road into a freeway (with no lights, just like it is south of 1604 and north of Borgfield). I think the idea of toll roads has pushed aside any other reasonable and more affordable solutions, such as overpasses. I don't think we even need all the money up front to begin construction. We can begin with just one overpass at a time as we accumulate the money to pay for more. The important thing is to stop delaying and get started on the solution. I would not even be opposed to an increase in the gas tax to pay for these improvements, as long as the money was not diverted to other projects.

Thank you for your consideration,

Emily Benedict
2111 Encino Breeze
San Antonio, TX 78259

#61

 You replied on 11/19/2009 3:20 PM.

US281EIS

From: Alamo RMA Community Relations
To: US281EIS
Cc:
Subject: FW: Please Add My Comments
Attachments:

Sent: Wed 11/18/2009 9:48 AM

Leroy D. Alloway

Director, Community Development

Alamo Regional Mobility Authority

From: Nicole Galvan [mailto:nicolegalvan@satx.rr.com]
Sent: Tuesday, November 17, 2009 12:48 PM
To: Alamo RMA Community Relations
Subject: Please Add My Comments

We moved into this community to provide a safe place for our families. We are already paying higher taxes and higher expenses just to live here. We are by no means wealthy. A toll would be the tax that nails this coffin shut. We would have no choice but to move as my husband commutes over 30 miles just to get to work.

The super street is a waste of time. It would seem that it is the RMA's intention is to frustrate its citizens into begging for the toll road option. We are not and never will beg for a toll road option. We will patiently wait for the overpasses if time is what you need. We have been sitting in traffic this long....we can wait a little longer. (We have lived here for over nine years)

We do not wish to see toll roads...under any circumstance. Understandably, the RMA is an appointed board....but if toll roads prevail, I will be voting against those that appointed this board. What is more is that those serving on this board will never receive our support if and when deciding to run for office themselves. The toll roads are not an acceptable option.

Nicole Galvan


#61

210-481-1613

1307 Pecan Station

San Antonio, Texas 78258

#62

 You replied on 11/19/2009 3:24 PM.**US281EIS**

From: Kennedy, Becky [kennedyb@zachry.com]
To: US281EIS
Cc:
Subject: 281 Traffic and Newsletter
Attachments:

Sent: Tue 11/17/2009 11:26 AM

WHAT IS WRONG with you people?

Why do you keep having meetings about the traffic problems on 281 North? The population has told you to widen the road or build overpasses, why don't you just listen and stop having those meetings. I have lived here for 3.5 years in the Stone Oak area, and can not believe that San Antonio will not fix there traffic issues faster.

Stop having meetings about it and just fix it, PLEASE.

Thank you,

B.Kennedy

#63

 You replied on 11/19/2009 3:25 PM.**US281EIS**

From: demitra Xidas [d_xidas@hotmail.com]
To: US281EIS
Cc:
Subject: US281- Meeting Tonight
Attachments:


Sent: Tue 11/17/2009 8:52 AM

I agree with the objectives of accommodating growth, functionality, safety and enhancing the quality of life...rather saving time which metamorphically speaking, saves out lives. However, I am much more concerned about the methodology - the means by which we will accomplish these objectives. I am adamantly against making 281 a toll toad. When I moved here, I had no idea that this would ever happen. It will make this area of town much less desirable and bring down the value of homes. And that in turn, reduces the tax base. I certainly would not have bought in this area, if there were toll roads and I had to pay to enter and exit my home to go food shopping.

If we are discussinmg the means by which we are accomplishing these goals, I will save my thoughts for the meeting tonight. I will want to speak and will need about 5 minutes, if there is a forum. Thank you. for giving us the opportunity to express out thoughts and ideas.

Windows 7: It works the way you want. [Learn more.](#)

#64

 You replied on 11/19/2009 3:26 PM.
US281EIS**From:** Lewis, Phil [Phil.Lewis@valero.com]**Sent:** Tue 11/17/2009 8:17 AM**To:** US281EIS**Cc:****Subject:** Toll comments**Attachments:**

I have not attended any of the community meetings but wanted to get a few comments in while I could

I lived in Dallas for over 30 years and spent quite a bit of work time in Houston before moving to SA 4 years ago. I understand very well the benefits and advantages of toll roads that those cities enjoy and we don't. Anyone who opposes it just doesn't understand it. If they had a chance to experience it, their attitude would change quickly. Everyone wins. If you want to pay the toll, you can do that and enjoy a quicker trip on better roads. If you don't want to pay the toll, you can do that too on additional lanes on better roads with less traffic since much of your previous congestion is over on the toll lanes. Everyone wins. No one loses.

My big concern now is the Super Street concept. I've seen that tried in a few places with poor results. Think logically for a minute. If you force additional traffic onto 281 that wasn't there before and doesn't want to be there and then force them to make turns that weren't made before, then you've just increased your problem and spent a lot of money doing it. Adding cars to your problem street will NEVER make it better.

I can tell you one quick fix that would cost nothing and might buy you a little time. Add 5 seconds to the north/south light sequences on 281 and the left turn signals at Evans. This would greatly improve the north/south flow which is where your problem is. The east/west flow has nowhere near the problem that north/south does and it should be the other way around. Allow the east/west traffic to stack up a little more and keep 281 moving better. Also, the Evans intersection congestion could be greatly improved with a couple of steps.

Lengthen the left turn lanes in both directions with additional hard pavement to get those cars out of the way of the north south traffic. There is room for extension in both directions

Put a crossover turn lane in front of HEB and Jack in the Box. This would allow a lot of the intersection traffic to exit the highway at other points. Much of the northbound left turn traffic at Evans is trying to get to the HEB center. They could go thru the light and turn left at HEB. Much of the southbound traffic is trying to turn left to get to the Spectrum, Arby's, Whataburger, etc. or they are coming out of HEB trying to go northbound. This traffic could turn left before the Evans intersection. The resulting reduction of congestion at the Evans intersection would be huge.

All these suggestions would have minimal or no cost, would be quickly done, and would have an immediate impact. That would then give you time to come up with the proper long term solution.

One last comment, I can assure you that a huge majority of the population favors the tollway. For some reason, only the dissidents like to come to meetings and protest. I guess that's what makes them dissidents. If it wasn't the tollway, it would be some other issue being protested.

Phil Lewis

#64


210-748-0100

phillewis@gvtc.com

2630 Starlight Ct

San Antonio 78261

#65

 You replied on 11/19/2009 3:27 PM.**US281EIS****From:** Jim Kayser [jkayser@satx.rr.com]**Sent:** Mon 11/16/2009 10:28 PM**To:** US281EIS**Cc:****Subject:** Public Scoping Meeting #2, Attention: Leroy Alloway, Director, Community Development**Attachments:**

Mr. Alloway:

1.

In response to the mailing we received regarding Hwy 281 Alternatives: after careful consideration of the options presented, no other options/alternatives come to mind.

However, there is one clear objection that should be addressed: public safety is jeopardized when there are bicyclists on a highly congested Hwy such as 281.

There is a need for pedestrians to have somewhere safe to gather in the event of an accident. Therefore, sidewalks are desirable.

2.

We believe that the purposes/objectives as listed define the type of improvements we would like to see in US 281 corridor.

3.

Alternatives represented in flowchart appear to be all encompassing. Please study in detail.

Residents of The Bluffs @ Lookout Canyon,
James M. & Diana E. Kayser

#66

 You replied on 11/19/2009 3:28 PM.**US281EIS****From:** Don Preble [don.preble@sbcglobal.net]**Sent:** Mon 11/16/2009 6:31 PM**To:** US281EIS**Cc:** epmgr@sbcglobal.net**Subject:** US 281**Attachments:**

We live in Encino Park and every day we have to plan our comings and goings to avoid the backups either to get out of Encino Park or return. We see nothing in any of the plans offered so far that will make it safe for us to exit our neighborhood at any time of the day.


The once premier subdivision and its safety has been ignored by all the planners

We are opposed to the toll road proposal even though, as we are reminded by those on boards who support it, that we can use the 'free' access road. That is not the point! We are tired of being told that we don't understand the issues that they say are too complex and ever changing for those not constantly involved to understand. Excuse us, but if that is true, then we have no one to blame, but the elected officials who made it that way and those appointed to boards who act for their own selfinterest and not the interests of those who live in the area and are impacted.

We hope the EIS will seriously listen to the residents of the affected subdivisions and not treat us like a nuisance. Any meeting we have been to so far appears to be more for show than to take us seriously.

Donald and Preble
19603 Encino Glen
78259

67


 You replied on 11/16/2009 12:06 PM.**US281EIS****From:** ROYLYNN HARREN [rahra50@satx.rr.com]**Sent:** Sun 11/15/2009 3:23 PM**To:** US281EIS**Cc:****Subject:** 281**Attachments:**

I will back whatever you do with 281 as long as it improves the traffic. San Antonio should be ashamed of themselves for the traffic disaster on 281. The building permits were given out for 1000's of new homes with no thought to how the traffic would be handled. The new HEB was built in an already congested area. For those of us who must use 281, we are trapped by traffic. I live 5.5 miles from 1604 and many mornings, traffic is backed up past my house and I can expect a drive of 45 minutes just to get to 1604. I no longer spend my dollars at the stores along 281 because of the traffic. I would have been the first in line for the sticker for my car to use the toll road!!!! Please not another study and more delays. While I would not look forward to the construction zone, at least something would be happening to improve the traffic and we could see that something is being done. It's time for some action!!!!

Thanks for listening...

Roylynn Harren

68

 You replied on 11/16/2009 12:05 PM.
US281EIS**From:** K Thomsen [redhead.lunchlady@gmail.com]**Sent:** Sun 11/15/2009 9:04 AM**To:** US281EIS**Cc:****Subject:** comments for 17 Nov meeting**Attachments:**

Alamo RMA,


Thank you for the newsletters and updates on 281 progress. I've lived in San Antonio four times since 1992, due to military moves. When we first did our research and moved north of 281 in 2006, we knew of the potential growth and construction, and expected a great improvement in the road system. Other major metropolitan areas I've lived had growth too...but with significantly faster action on road and intersection improvements. In fact, public transportation was a great alternative in Maryland, Minnesota, Georgia, Colorado, and Illinois - all places I've lived in the past 17 years.

I am terrible disappointed and angry that San Antonio is behind the times in all aspects of public transportation. The drive down 281 from Bulverde Village to 1604 can take over 30 minutes to drive a the 7 miles. I could ride my bike faster than that....but would be terrified for my life by so many drivers' lack of basic driving skills: lack of driver courtesy, no turn signals, multiple lane changes, etc. If a train or bus alternative was available to take me to work, I certainly would use that option...but I would have to walk over a mile in the heat, rain, etc if I took a bus that even came close to Fort Sam.

All I can say....I can't wait until my tour is over and move away from San Antonio. I love my home, I love my neighborhood, and I realize lots and lots of people love it here. I can't stand the heat, I can't stand the drivers, and I can't stand the lack of public transportation and neglect to take action on the infrastructure north of 281. The shops, construction, and neighborhood building is nothing new....It's been a long time coming folks....why is it taking soooooo long to do something about the roads? Other cities seem to manage the process and address the issues with some type of action. Something, anything....do SOMETHING! I could go on and on....but I'll keep the cursing to myself.

Kim and Patrick Thomsen, Bulverde Village.


69

 You replied on 11/13/2009 3:06 PM.**US281EIS****From:** T Williams [twilliams@swbell.net]**Sent:** Fri 11/13/2009 2:40 PM**To:** US281EIS**Cc:****Subject:** Comment on 281**Attachments:**

In the short time that I've lived here it seems obvious to me that San Antonio lacks the City Planning leadership that is needed to keep the current traffic load moving, much less the future load. We have major intersections that are managed with stop signs, mixmasters that have cross over entrance and exits, a city sectioned and divided by enclosed communities with no through traffic relief and forever ongoing discussion about doing something about 281. Want a suggestion? Build bridges and widen the road. Now send me the salary you give to the planners.

TJ Williams

70

 You replied on 11/13/2009 3:05 PM.**US281EIS****From:** Charles Pheasey [pheasey@sbcglobal.net]**Sent:** Fri 11/13/2009 12:16 PM**To:** US281EIS**Cc:****Subject:** 281 project suggestions**Attachments:**

First, I live in the 281 North corridor, not in southside or Austin or Washington, DC. Second, the continual environmental studies is a waste of tax dollars - how many do you need - six, 10 or 20? Third, forget that "super highway" turn lanes and turnaround plan - it will not eliminate congestion as long as traffic lights persist. So what to do? Eliminate all traffic lights, build overpasses at Evans and Stone Oak, and use those turnarounds at Overlook, Marshall and Encino Rio. This will eliminate car and truck pollution, reduce traffic on north-south routes like Bulverde and Stone Oak. This makes the most sense - and NO TOLLS!!!!!!!!!!!!

However, since the decision lies with southsiders and Austin liberals, we'll face years of environmental studies and nothing will change except the cost will continue to increase each year. Listen to the people most affected! Stop the overkill and dominance of the leftist EPA! And, NO TOLLS!!!!!!!!!!!!

You want to spend millions on a rail system which is another liberal idea - "got the money, got to spend it." This would be so easy if you just got past the BS of the EPA.

Thank you giving me the opportunity to communicate my views.

Chuck Pheasey
1106 Morning Spring
San Antonio, TX 78260

#71

 You replied on 11/13/2009 3:04 PM.**US281EIS****From:** Steve Pichichero [steve@showtechnology.com]**Sent:** Fri 11/13/2009 12:14 PM**To:** US281EIS**Cc:****Subject:** FW: 281 Mobility Issues**Attachments:****From:** Steve Pichichero**Sent:** Friday, November 13, 2009 12:01 PM**Subject:** 281 Mobility IssuesUS281EIS@AlamoRMA.org

Dear Dr. Thornton,

Thank you for your direct mail piece regarding the 281 corridor traffic issues.

We are baffled and greatly disappointed that we are even involved in a discussion about these issues. It is completely unacceptable, and unfathomable for any citizen to believe that this kind of problem in a modern community should exist.

The whole process is haphazard and backwards to me. Areas of growth should be selected, and basic traffic patterns should be the first thing analyzed, planned for, and installed before the permits for developments are even accepted. This creates so many positive factors in the community and it is bizarre that we have not adopted these policies a long time ago. Why not get that passed as a city ordinance immediately so we stop this madness for the future.

#71

The benefits for planned growth to name a few would be:

Much increased value and appreciation in current homes

Less stress on our resources i.e. water, sewer, power, trash,

Massive influx of home improvement contracts No traffic issues due to a real plan of maximum growth

Budgetary preparation

Happy citizens

Low stress for city planners

That being said what we need is a professional solution to the traffic and roads problems. I believe we should go find and hire the right people to handle the process.

In the meantime quick fixes should be the goal. Overpasses and more lanes on 1604 and 281 are a must.

Just my two cents.

Best regards,

Steve Pichichero / Show Technology
Phone: (210) 408-0998
Fax: (210) 408-0999
steve@showtechnology.com
www.showtechnology.com
"Building a Better Home Show"



**Building a Better
Home Show**

#72

You replied on 11/13/2009 10:15 AM.

US281EIS

From: Howard Young [howardly13@gmail.com]

Sent: Tue 11/10/2009 8:08 PM

To: US281EIS

Cc:

Subject: 281/1604

Attachments:


I thought that we were receiving stimulus money to construct 1/2 of the interchange.

When will construction start?

Thank you

howard

73

 You replied on 11/13/2009 10:07 AM.

The sender of this message has requested a read receipt. [Click here to send a receipt.](#)


US281EIS**From:** Walter Bauer [whbauer@sbcglobal.net]**Sent:** Thu 11/12/2009 10:13 PM**To:** US281EIS**Cc:** 'Walter Bauer'**Subject:** 281/1604**Attachments:**

Greetings,

This is what should happen with 281

1. Install overpasses at Encino Rio, Evans and other intersections going North to the Comal Co/Bexar county line
2. Build access roads on the North and South bound sides
3. Only Free Lanes – We already paid for this highway with our taxes
 - a. NO TOLL ROADS

74

 You replied on 11/13/2009 10:05 AM.**US281EIS**

From: Thomas Brite [tombrite1@yahoo.com]
To: US281EIS
Cc:
Subject: US 281
Attachments:

Sent: Thu 11/12/2009 7:21 PM

I just received the mailing from the Alamo RMA in today's mail.

I do not understand why the Alamo RMA DOES NOT understand that the people of Bexar County do not want toll roads. Oh, maybe I do. All of the paid staff at the RMA believe themselves above all the common people who have to drive this road everyday. Why is the Alamo RMA afraid and shaking to let the people of Bexar County vote on this toll? Probably because it would be the biggest lopsided vote in the history of democracy!

I am not a member of TURF or anything having to do with Terri Hall, but just a simple lawyer who drives 281 most every day. (Yes, I was smart enough to make it through law school.) The only people that I know that are in favor of toll roads are: 1. those paid to support it; 2. those who will make money off the construction of it; and 3. lap dogs to Rick Perry. Nobody else!


No matter how hard you try, the citizens will not allow toll roads to be built. End of story.

Tom Brite
210.365.6743

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75

 You replied on 11/13/2009 10:00 AM.

US281EIS

From: Les Hall [les-hall@sbcglobal.net]

Sent: Thu 11/12/2009 3:00 PM

To: US281EIS

Cc:

Subject: 281


Attachments:

Just build 3 overpasses on Encino Rio, Evans & Stone Oak.

A very unhappy with Alamo RMA taxpayer.

Les Hall

76

 You replied on 11/13/2009 10:10 AM.**US281EIS****From:** John Napolitano [patn795@sbcglobal.net]**Sent:** Mon 11/9/2009 3:29 PM**To:** US281EIS**Cc:****Subject:** US 281 Congestion**Attachments:**

To Whom It May Concern:

QUIT SCREWING AROUND AND BUILD THE OVERPASSES.....ARE YOU PEOPLE IDIOTS??? WHY ARE YOU GOING AGAINST THE WISHES OF 90% OF NE SAN ANTONIO'S POPULATION WITH THIS STUPID, GREEDY TOLL ROAD BUSINESS??

I AM TOTALLY ASHAMED OF MR. THORNTON AND BECTEL...OR WHATEVER HER NAME IS...FOR SIDING WITH THE ENEMY IN THIS MESS...THE ENEMY BEING WHOEVER IT IS IN AUSTIN PUSHING TOLL ROADS!!! THORNTON, YOU WERE NOT A VERY GOOD MAYOR AND YOU ARE EVEN A WORSE CHAIRMAN OF THIS TERRIBLE ALAMO RMA GROUP!!

Pat Jones

US281EIS

77

From: Leigh-Ann Fabianke [leighann@smithcollaboration.com] **Sent:** Mon 11/9/2009 8:14 AM
To: US281EIS
Cc:
Subject: FW: US281 EIS CAC Meeting#2
Attachments:

From: Robertson, Jim [mailto:Jim.Robertson@jacobs.com]
Sent: Monday, November 09, 2009 8:15 AM
To: georgina groomer
Cc: Ximenes & Associates; MariAna Jimenez
Subject: RE: US281 EIS CAC Meeting#2

Hi Gina.....thanks for your note. The alternatives development process begins at a broad, conceptual level and ends with very specific information (such as cost and timeframe that you mention). The CAC meeting/discussion and the upcoming public scoping meeting #2 (November 17th) help to hone in on those alternatives that best meet the need, purpose and objectives for improving US 281, and to discard those alternatives that have major problems. We recommended at last Tuesday's CAC meeting that highway options that include grade-separations (overpasses) and expanded number of lanes be carried forward for more detailed analysis, along with other alternatives such as transit. Over the next few months this analysis will progress through more detailed definition of the alternatives and more quantitative performance assessments. The CAC meeting tentatively scheduled for February 2010 would present more detailed information. I hope this helps, and I encourage you to attend the scoping meeting on the 17th. Thanks again for contacting us.....
 Jimmy Robertson

From: MariAna Jimenez [mailto:mjimenez@swbell.net]
Sent: Thursday, November 05, 2009 9:07 AM
To: georgina groomer
Cc: Ximenes & Associates; Leigh-Ann Fabianke; Bruck, Tricia; Sonia Jimenez; Robertson, Jim
Subject: Re: US281 EIS CAC Meeting#2
Importance: High

Dear Ms. Groomer,

Thank you for your concerns. I am CC' Jim Robertson on this email so he can reply to you directly.

Sincerely,

MariAna Jimenez
 Ximenes & Associates, Inc.

#77

421 Sixth Street, #1
San Antonio, TX 78215
(210)354-2925
(210)354-2964-fax

On 11/5/09 8:23 AM, "georgina groomer" <ggroomer1@satx.rr.com> wrote:

Hi MariAna,

Last night meeting was interesting. My questions is how can we grade options without having a better idea about the projects? It does not make sense to me not understanding in detail the options as well as cost and time frame involved for each. What is wrong with just putting overpasses and getting the time frame and cost on that? It seems the majority of people want this and I am not understanding why this is not addressed .

Apparently, TxDot wants us to look at these others but I cannot make a better judgement without more details. If it were my business and money I was spending, I would like to know more details. Do you really want intelligent feedback? I don't get it.. Sincerely, Gina Groomer-Barbera

On Oct 8, 2009, at 4:36 PM, MariAna Jimenez wrote:

Dear CAC member,

The next meeting of the US 281 EIS Community Advisory Committee (CAC) is tentatively scheduled for November 4, 2009. It will be at the Methodist Stone Oak Hospital off of 281 North at 1139 E.Sonterra. It will be held in the conference room #1 and #2 from 6:00-8p.m. There will be a "make-up session" from 5:15 to 6:00 p.m. for those who missed the first meeting.

Please let me know if you will not be able to attend. If you have any questions or need the information distributed at the last CAC meeting, please do not hesitate to contact me. The agenda and meeting notes will be coming to you soon.

Thank You,

MariAna Jimenez
Ximenes & Associates, Inc.
421 Sixth Street, #1
San Antonio, TX 78215
(210)354-2925
(210)354-2964-fax

#77

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78

Leigh-Ann,
Can you tell us what the deadline is for including comments and can we still get this in?

Thanks!

Heather Ramon-Ayala
JACOBS
Director of External Relations
San Antonio
210.494.0088

From: Terri Hall
To: Ramon-Ayala, Heather A.
Sent: Mon Nov 02 21:42:32 2009
Subject: 281 EIS

I can't remember when the deadline for comments on the scoping of the 281 EIS are due. Would you be sure this makes it into the record?

The purpose and need of this project is primarily congestion relief. Currently there are a series of stop lights that impede the flow of traffic. US 281 is a divided highway that needs to be upgraded to a controlled access highway. The gas tax funds to do the first 3 miles of improvements have been available since 2003, and the remaining funds (\$100 million total estimated cost per TxDOT documents for let dates of 2003 & 2004) to complete the improvements to the county line were available by 2006. The Governor, Texas Legislature, and MPO decided to toll existing freeways in 2003, so the overpasses and improvements promised in NEPA hearings in 2001 have yet to be installed. Overpasses will solve the problem.

The RMA can only keep its doors open if it builds toll roads. It has no other steady source of revenue. Its mission is to toll the entire northside and create a toll system or network as a means of generating revenue to build other segments or roadways, not relieving traffic congestion.

In fact, toll lanes aren't viable or won't be able to stay financially solvent unless there is congestion on the surrounding free lanes, thereby ensuring poor air quality due to idling vehicles stuck on frontage road permanently, for those that cannot afford the tolls (since the majority of drivers will not be able to avail themselves of the new improvements under a tolled scenario). The toll viability studies already done for 281 show it is not toll viable (meaning not enough projected traffic to pay for the cost of construction, operation, and maintenance of the toll road).

The most recent 281 toll viability study was criticized by the State Auditor for not taking into account fuel prices in traffic forecasts. The RMA also added 20% growth to the water development board's already aggressive growth estimates, which is unsustainable. The 281 toll project needs massive public subsidies, so commuters will have to pay triple taxes just to drive on a freeway they drive on today toll-free (281 is a gas tax funded public freeway and we'll continue to pay gas taxes, public money will be used to subsidize the construction cost of the toll road, then a third tax, a toll tax to drive on it). Non-compete agreements in toll contracts penalize or prohibit expansion of free routes surrounding the toll lanes and unnecessarily ties-up our future for 30-50 years. The RMA claims that TxDOT, the city, and county can still build and expand free roads, but those entities will not do anything that would put the toll road bonds in jeopardy of default, so the non-competes will effectively bring expansion of surrounding free roads to a grinding halt.

#78 pg 2

The RMA has NEVER justified how the \$100 million original plan for 281 got to the enormous \$475 million toll road price tag or \$1.3 billion with interest (except perhaps the fact that we've done away with competitive bidding and threw out low-bid mandates using contracts called design-build).

Nor has the RMA explained how its going to "leverage" Texas Mobility Funds (TMF) funds in \$27 million increments over 20 years to get the money they need in one lump sum to build the toll road. The RMA has already disclosed it does not plan for the toll to ever come off the road, which makes this a permanent new tax to access an existing freeway already built and paid for.

The RMA's toll road proposal in the previous Environmental Assessment for 281 violates Senator Hutchison's amendment prohibiting imposing tolls on existing federally funded highways. Every single main lane will be tolled, with frontage roads as the only non-toll lanes. Frontage roads are not an acceptable replacement for highway lanes. The footprint of the project has to be widened due to a state law that prohibited converting free roads to toll roads unless the same number of lanes remain after imposing tolls. Considering this project traverses the sensitive Edwards Aquifer, unnecessary lanes ought not to be built under any circumstances. The toll road requires 200,000 cars a day in the out years in order to stay solvent -- more than DOUBLE the cars that take it now. This is not only unsustainable with only one added expressway lane, it poses environmental threats due to the dependence upon an ever increasing number of vehicles per day in order to meet debt service requirements for a toll road. Such a plan also runs afoul of the MPO's own long range plan that states its mission is to have an "environmentally-friendly," "affordable" transportation system.

The impacts of tolling are severe economically, environmentally, and socially, whereas a non-toll fix can be less invasive, actually solve congestion, and not inflict economic harm to businesses, residents, and commuters with new taxes to get to and from work, shopping, hospitals, school, the airport, or their own homes. The toll roads also bring with it a massive public debt that San Antonians cannot afford to repay. It will also necessitate huge and ever-increasing debt service payments that will eat-up all the money for free roads in our region and will create the need for higher tolls and ever increasing public subsidies to cover the debt service as it has in Austin and DFW.

Toll roads also pose safety problems as emergency service vehicles cannot easily access the toll lanes due to cement barriers and the extremely limited access to them. Accidents cannot be cleared as quickly nor is there the same amount of room on shoulders or other stretches of right of way for people to swerve and avoid accidents. Because toll roads create permanent diversion of traffic (cut-through traffic) to neighborhood or surrounding streets from those avoiding paying the tolls, tolling makes surrounding free roads less safe as high speed thru traffic competes with local traffic. This is supported by data from an Ohio toll road.

Senator Kay Bailey Hutchison read these comments into the congressional record May 10, 2005:

"Tolling existing highways will also increase the number of drivers on the free roads, resulting in greater congestion

and more accidents. Studies show that drivers will choose to bypass the tolls by driving on local, small roads. We also know that tolls on existing interstates will produce substantial diversion of truck traffic to other roads, and our rural roads are not equipped to handle significant truck traffic. In Ohio, traffic tripled on US-20 after toll increases on the Ohio Turnpike. Unfortunately, fatal accidents on US-

20 are now 17 times more common than those on the turnpike. In response, Ohio's Department of Transportation decided to lower the tolls, even though the action did reduce the revenues for the State.

#78 pg 3

A recent study predicted that a 25-cent-per-mile toll on an interstate would cause nearly half the trucks to divert to other routes. This is an understandable economic decision for trucking companies considering that truckers' profit margins average 2 to 4 cents per mile and the rising price of gasoline has already affected profitability. Technology already exists to help truckers and other drivers evade tolls in a cost-effective manner. It does not make sense to invest in tolls that people will not pay. Tolling interstates would reduce the safety of nearby local roads, degrade the quality of life in neighboring areas, and hurt the economy. Eighty percent of the Nation's goods travel by truck, and they will travel more slowly and expensively if tolls are imposed on interstates. The Federal Government collects taxes to fund the Federal interstate highway system. The States should not have the right to come in and impose another tax via a toll."

Senator Hutchison's comments apply equally to imposing tolls on state highways that were also built with federal funds.

The RMA must meet its legal obligations to coordinate with local units of government throughout this process, and it must consider ALL alternatives, including non-toll expansion of the existing highway. It also violates NEPA to keep vital financial information like toll viability studies secret from the public. The state law the RMA cites does not comport with the requirements of NEPA. Only by the RMA's delay in asking for an Attorney General opinion has the public been able to access the latest 281 toll viability study. The public cannot properly weigh alternatives and give meaningful input on the various alternatives without being able to analyze the viability of an alternative.

- Terri

Terri Hall

Texans Uniting for Reform and Freedom

www.TexasTURF.org

"Government is instituted for the common good; for the protection, safety, prosperity, and happiness of the people; and not for profit, honor, or private interest of any one man, family, or class of men." - John Adams

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- Terri

#78 pg 4

Terri Hall

Texans Uniting for Reform and Freedom

www.TexasTURF.org


"Government is instituted for the common good; for the protection, safety, prosperity, and happiness of the people; and not for profit, honor, or private interest of any one man, family, or class of men." - John Adams

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#79

 You replied on 10/8/2009 2:26 PM.
US281EIS

From: Nico de Greef [degreefnico@yahoo.com]
To: US281EIS
Cc:
Subject: 281 EIS Comments and Meeting Date
Attachments:

Sent: Sun 10/4/2009 8:07 PM

I checked the posted info on the website, but did not see a date for the next public meeting next month - please advise so I can schedule my time. Thanks.

Also wanted to submit below 8 comments for the EIS record and consideration:

(1) It is high time to resolve this traffic congestion problem for which planning was started over 20 years ago. Do we really need to wait another 3 years to complete the EIS to then start construction (if there are funds)?

(2) All the excuses about insufficient funds are bogus. The North Central area of San Antonio has grown more than most areas in Texas, taxes have been collected and continue to be collected from all these new homeowners and from additional gas purchases, and in recent years funding (\$45M) was assigned, but no results! Enough excuses about changes in TX DoT decisions - these decisions could be overturned, just like they were made.

(3) If this road is tolled, it would be the first in San Antonio and Bexar county. Why this area only and not other areas? Why would the home owners in this area be singled out to toll a Government-owned main artery into town, when other roads are not tolled? People purchased their homes at a time when there were no tolls.

(4) The law is clear that one cannot toll public property. Using this publicly-owned artery with its right of ways to squeeze or displace the original road and add a toll road is illegal. If a new toll road is to be added, then do it along another right-of-way.

(5) Consider constructing overpasses for the E-W intersecting roads, which have less lanes, rather than N-S 281 with 6+ lanes. For example, Evans road overpass only needs 4 lanes, so the cost of a new overpass for 4 lanes is less than one for 6 lanes. There are other simple and obvious ways (such as the Super Street concept) to lower the cost of the project.

(6) I didn't see much about the 281/1604 interchange project. Where can I find it and when will construction start? How will it impact traffic flow?

(7) Why isn't the widening of Bulverde Road considered in this plan? It is overcrowded and needs an improved interchange at Evans Road and 1604 Loop. Since it runs parallel to 281, its traffic flow greatly affects 281.

(8) It is also time to add lanes to 1604. When will that happen and will it be tolled?

Look forward to receiving a reply to this email and attending the next public meeting.

Nico de Greef
 Civil Engineer



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OST 100
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San Antonio Audubon Society
San Antonio Conservation Society
San Geronimo Valley Alliance
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Santuario Sisterfarm
Save Barton Creek Association
Save Our Springs Alliance
Scenic Loop/Boerne Stage Alliance
Securing a Future Environment
Sisters of the Divine Providence
Smart Growth San Antonio
SEED Coalition
Texas Water Alliance
West Texas Springs Alliance
Wildlife Rescue & Rehabilitation
Wimberley Valley Watershed Association

#80

November 30, 2009

To: US281EIS@AlamoRMA.org

Re: Comments on US 281 EIS issues

Dear Alamo RMA:

On behalf of the Greater Edwards Aquifer Alliance (GEAA), please accept the following brief comments regarding preliminary alternatives and other issues concerning the US 281 EIS process.

A Single, Comprehensive EIS for US 281/Loop 1604

As we have commented in the 1604 EIS process (and as has been argued in an ongoing lawsuit) we would again urge the lead agencies to prepare a single, comprehensive EIS for US 281/Loop 1604 instead of separate EISs for US 281 and Loop 1604. The current approach of separate EISs is duplicative, confusing, wasteful, and simply not warranted in light of the common financing, environmental constraints, timing, and coordination of 281 and 1604. For many years now, US 281/Loop 1604 has been planned as one project.

There is no principled reason for separating the study of 281 and 1604, and such an arbitrary division of what is one project will likely result in a deficient analysis of alternatives, under-evaluation of impacts (especially cumulative), and unsatisfactory mitigation. Now more than ever, it is essential that government entities take a big-picture look at transportation solutions that will work within the environmental constraints of the northern San Antonio / northern Bexar County region.

Analyzing the US 281/Loop 1604 project in one EIS is critically important for consideration of regional, sustainable, long-term transportation solutions that accord with the environmentally-sensitive context of the area—a context that includes the Edwards Aquifer recharge zone, extensive habitat for the endangered Golden-Cheeked Warbler, and extensive habitat for endangered Bexar County karst invertebrates. By focusing on the 281 corridor in isolation, or limiting the consideration of alternatives to primarily roadway expansion projects on US 281 (as discussed below), the Alamo RMA cannot satisfy NEPA.

PO Box 15618
San Antonio, Texas 78212
(210) 320-6294
www.AquiferAlliance.org

Purpose and Need Too Narrow in Several Respects

Under NEPA, it is critical that an agency avoid formulating a purpose and need statement that is so narrow as to "define competing 'reasonable alternatives' out of consideration (and even out of existence)", *Simmons v. U.S Army Corps of Engineers*, 120 F.3d 664 (7th Cir. 1997). As the 10th Circuit explained in another case, "if the purposes and needs of the Project were so narrowly construed as to mandate the extra capacity only at 11400 South, we would conclude that such a narrow definition would be contrary to the mandates of NEPA." *Davis v. Mineta*, 302 F.3d 1104, 1119-20 (10th Cir. 2002).

Several of the Alamo RMA's suggested objectives accompanying the proposed purpose are so narrow as to mandate only one type of alternative: expansion of the US 281 roadway. The objectives focus excessively on roadway-based improvements by using language such as: 1) "provide additional capacity" ; 2) "increase travel speeds" ; and 3) "maintain and/improve access to adjacent land uses" These elements should be removed so as to not rule out consideration of non-roadway based improvements. There are many ways to reduce congestion on US 281 that do not involve expanding the roadway or increasing travel speeds, yet the current language in the objectives would seem to favor a roadway expansion on US 281 above anything else.

Maintaining or improving access to adjacent land uses, as one of the suggested objectives states, is especially problematic because it will force the selection of alternatives with continuous frontage roads and exclude reasonable alternatives. Buying access rights, for example, is routinely done by transportation agencies across the country to manage access, reduce congestion, and improve safety without building continuous frontage roads. Yet the Alamo RMA's objective of maintaining or improving access to adjacent land uses would necessitate continuous frontage roads (which are environmentally destructive and which research has shown to be associated with several adverse socioeconomic effects). This element should be removed.

Necessity of Considering Peak Travel Demand Strategies in Combination with other Alternatives

In developing reasonable alternatives, it is essential to keep in mind that NEPA requires agencies to consider combinations of alternatives rather than just various measures in isolation. In one of the cases cited above, the 10th Circuit found a NEPA study deficient for reasons that included the following: "The EA/4(f) rejected these options because, standing alone, they would not meet the purpose and need of the Project. However, no effort was made to consider TSM and mass transit together and/or in conjunction with alternative road expansion as a means of meeting Project goals. This represents one of the most egregious shortfalls of the EA." *Davis v. Mineta*, 302 F.3d 1104, 1121-22.

As required by NEPA, we hope that the list of preliminary alternatives presented at the November 17th meeting will be considered in combination. For example, a project incorporating 1) Transportation System Management (TSM) & Transportation Demand Management (TDM) measures, 2) mass transit, 3) strategic grade separations, with limited roadway expansion to accommodate exits and entrances, and 4) purchase of access rights, could do a lot to address

congestion on US 281 if not reduce it entirely. By considering these options in combination with other alternatives, an expensive multi-lane expansion on US 281 could be minimized and possibly avoided altogether.

Because multi-lane roadway expansions will certainly induce additional traffic and growth along US 281, thereby aggravating congestion, we recommend that TSM/TDM measures, HOV lanes, and mass transit should be a part of any preferred project for US 281. In the long-run, managing and reducing peak travel demand will be the only way to achieve an economically and environmentally sustainable transportation solution for US 281.

In addition to the TSM and TDM measures mentioned in the preliminary alternatives, we would also strongly recommend consideration of reversible lanes, which has been shown to be an effective method of managing peak travel demand in other cities. Reversible lanes are not mentioned in the preliminary alternatives and they should be a part of the development of reasonable alternatives.

Cooperating Agencies

From the materials handed out at the November 17th meeting, it is still unclear as to who the cooperating agencies are for the US 281 EIS process. The materials only have a catch-all category of participating/cooperating agencies.

We would again urge the lead agencies in this EIS process to work as closely as possible with the Edwards Aquifer Authority, the U.S. Army at Camp Bullis, and VIA such that these agencies are designated both cooperating and participating. As explained in our previous comments, these agencies have special expertise that requires their involvement as cooperating agencies in this EIS process in order to comply with NEPA.

Thank you for your consideration.

Sincerely,



Annalisa Peace
Executive Director
Greater Edwards Aquifer Alliance

Comments submitted via Fax

FAX #81




COMMENT CARD

US 281 Environmental Impact Statement
Public Scoping Meeting #2 - November 17, 2009
Spring Hill Event Center

Please let us know your thoughts about the preliminary alternatives that are considered "fatally flawed" and being recommended for elimination. Please check "agree" or "disagree" for the alternatives below.

Heavy Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Commuter Rail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Monorail	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Automated Guideway Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
Personal Rapid Transit	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree
New Parallel Corridor	<input checked="" type="checkbox"/> Agree	<input type="checkbox"/> Disagree

<div data-bbox="86 909 162 1312" style="border: 1px solid black; border-radius: 50%; text-align: center; width: 40px; height: 40px; line-height: 40px;">10</div> <div data-bbox="162 909 487 1312"> <p>Upgrade Existing US 281 north of Loop 1604 to an Expressway (with frontage roads)</p> </div>	 <p>US 281 at Donella Drive (San Antonio)</p> <p>alternatives being eliminated, please tell us which one(s) and why.</p> <hr/> <hr/> <hr/> <p>suggestions. Do the preliminary alternatives considered? Do the objectives define the type of alternatives that have been carried forward in more detail? Are there any other items you would add? (Please use additional sheets if needed.)</p>
---	--

COMPLETE ITEM #10 ASAP WITH NORTH & SOUTH ELEVATED RAMPS TO 1604 EAST & WEST. "STOP THE DELAYS!"

Name: TOM RASCO
Address: 26015 DESTINY RIDGE City, State Zip SAN ANTONIO, TX 78260
Email: TOM.RASCO@YAHOO.COM

Written comments should be sent to Leroy Alloway, Director, Community Development, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org. All written comments received or postmarked by Monday, November 30, 2009, will be in the Public Scoping Meeting #2 official record and considered by the US 281 EIS team. Comments received after the deadline will become part of the record for next public meeting.

281 EIS FileFAX
#82

November 12, 2009

Alamo Regional Mobility Authority
1222 N. Main Ave, Suite 1000
San Antonio, Tx. 78212

Dear Sirs:

I was very disappointed to read in the newspaper about the outcome of the last meeting regarding the changes concerning the 281 Expressway. It seems to me the Board members decided upon themselves to vote in favor of a Toll Road in spite of the opinion of the people attending the meeting. I hope it was not for financial or political reasons that it was done.

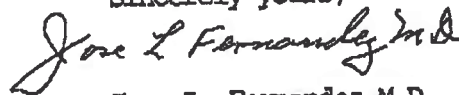
I disagree very strongly about the building of a Toll Road that in my opinion is not going to solve the traffic congestion at all and is going to benefit a small group of people including Governor Perry, which seems to be very much in favor of it.

In my previous letter to you I recommended the elimination of the traffic lights located north of 1604 and the building of overpasses at the intersections, just like we have them on the south side of 1604.

It was a big mistake when somebody decided to install traffic lights (3) on a wide road, where a large amount of cars travel every day at a high speed (between 60 and 70 miles per hour) and have to come all of a sudden to a complete stop, because of the lights.

I hope you listen to the public's opinion. I believe the public should vote on this issue. Otherwise, I wish you a lot of luck.

Sincerely yours,



Jose L. Fernandez M.D.

Comments submitted via USPS Mail

I think way too much money was spent on all material handed out today (pages + pages!) & furthermore, the objectives didn't seem to "jive" with the purposes; most at table, felt they were in isolation or rather, separated from the main issue: "Toll" or "Not To Toll."

The commissioners, those on the Transport committee, take time to have these meetings, but then they don't heed the will of the people; they simply go along with their original obvious goal, to construct toll roads. The majority of the people DO NOT want Toll Roads!

281 EIS
7.26

Nov 9, 2009 USPS
#84

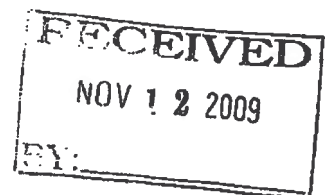
Ref: Nov. 17, 2009 Meeting.

Dear Leroy,

My wife and I would be in favor of any solution
except Toll Roads.

Thank you,

Mike and Bev Gebhart
20803 Wind Springs
S.A., TX 78258



Comments submitted via Project Website

US PM #2 Web Comments

FNAME	LNAME	MAILING_ADDRESS	CITY	STATE	ZIP	EMAIL	COMMENTS
Cassandra	Cheatham	20826 Wild Springs Drive	San Antonio	TX	#85	78258 cheatham1@att.net	NO!!!!!!!!!!!!!! Toll Roads Adequate SOUND Barriers Heavy traffic along 281 north of 1604 is enough reason to not shop in that area. I really enjoy the amenities provided, but it's almost not worth the hassle of sitting in traffic. I propose that overpasses only would help the flow of traffic tremendously but only temporarily. Growth in the area is exponential, so I believe overpasses with a plan to expand the amount of lanes would be a great solution to the problem.
Hollie	Hall	1703 N Loop 1604 W	San Antonio	TX	#86	78258 hollie.hall09@gmail.com	I strongly believe any form of toll collection will have a serious negative impact on the environment and quality of life for all citizens of northern San Antonio. I strongly oppose any form of toll collection system on US281.
Bruce	Hartwig	935 Cheyenne Creek	San Antonio	TX	#87	78258 b.hartwig@sbcglobal.net	
Thomas	Goodro	25603 Velvet Rose	San Antonio	TX	#88	78260 nmngconsultants@earthlink.net	My wife and I oppose any proposed toll road plans for the 281 corridor. We will support any and all efforts to stop placement of a toll road. We will support grass roots efforts to promote protest and resistance to the toll road concept. The toll road is a bad idea and if developed we plan to sell our home and business and move to another city. Respectfully, Tom and Nalia Goodro
George	Dodson	20614 Stone Oak Apt 2712	San Antonio	TX	#89	78258 gwddodson@tx.rr.com	We need to increase the lanes of traffic for 281 and they should be paid for by the gas taxes we already pay. Public transportation will not work because the majority of those traveling on 281 do not go near where public transportation covers us. We can expand the road without impacting water, pollution or anything else. Those pushing for public transportation do not understand the negatives of buses or various train approaches. These options do not make sense in reducing traffic or in real reductions in pollution! Stop focusing on public transportation and work to get the road expanded, now! We don't want toll roads, we want the TxDOT to provide funds that they collect from us every day with our gas taxes! Stop the other proposals now!
R	Rodriguez	3943 Canyon Pkwy	san antonio	tx	#90	78259-2253 rrodriguez1999@sattx.rr.com	Thank you for the information you have provided to keep the residents in the community affected by the 281 challenges. I recieved the large colorful newsletter, "The 4-1-1 on 281," and found it very beneficial. I look forward to attending future meetings and receiving updated newsletters. R. Rodriguez

Comments submitted via Meeting Evaluation Form

MEETING EVALUATION

Public involvement is key to the success of the US 281 Environmental Impact Statement. Your feedback will help us better meet your needs as we move forward. Please take a few minutes to complete this meeting evaluation form.

How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) USA Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Objectives & alternatives not intuitive to general public - Difficult to understand/interpret → would likely lead to invalid "opinions"

Thank you!

MEETING EVALUATION

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☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

I'M NOT SURE IF THIS SESSION WAS A
 GOOD USE OF MY TIME. THE FORMS USED WERE
 NOT EASY TO UNDERSTAND OR WHAT WAS
 REALLY MEANT ON EACH QUESTION

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

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☒ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: mail

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

X

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

X

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

X

Comments: _____

Any other comments? (Please use additional sheets if needed.)

This would be a great activity if it counted for anything. This process just goes on and on.

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☒ 411on281.com ☐ Church bulletin ☒ HOA/NA bulletin
☒ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) CYNTHIA GRIFFIN

Other: Timberwood POA

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Small groups need to focus on the question +
 answer and not as much off topic discussion
 lots of time spent on "what to do" - time to
 make a choice + starting work on it immediately
 is important - use tax dollars wisely

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

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 ☐ Church bulletin
 ☐ HOA/NA bulletin
☒ Sign placed in US 281 the project corridor
 ☐ Friend/family/word of mouth
 ☐ Facebook
☐ Twitter
 ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like			Somewhat Liked			Liked Very Much
1	2	3	4	5		

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful			Somewhat Helpful			Very Helpful
1	2	3	4	5		

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like			Somewhat Liked			Liked Very Much
1	2	3	4	5		

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Limit discussion despite requests of members!

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: Family

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
(1)	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	(2)	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
(1)	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

NO TOLL ROADS
NO HOV LANES
NO HOT LANES
NO EXPRESS LANES
BUILD THE OVERPASSES BOTH DIRECTIONS

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer ☒ Email blast

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) Texas turf.org

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Too much focus on HOU + HOT
lanes, since they don't encourage maximum
usage of lanes

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

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☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	(2)	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	(3)	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	(2)	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

We spent too much time trying to define what the terminology. Soundlike Alamo RMA was pushing their own agenda

Thank you!

MEETING EVALUATION

Public involvement is key to the success of the US 281 Environmental Impact Statement. Your feedback will help us better meet your needs as we move forward. Please take a few minutes to complete this meeting evaluation form.

How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: _____

Any other comments? (Please use additional sheets if needed.)

I am highly opposed to falls!
 lived in Chicago so I know what living
 with them is like!

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

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☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like			Somewhat Liked			Liked Very Much
1		2	3		4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful			Somewhat Helpful			Very Helpful
1		2	3		4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like			Somewhat Liked			Liked Very Much
1		2	3		4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

No Tolls

Thank you!



MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

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☐ Sign placed in US 281 the project corridor ☒ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) 550 KTSN

TV (which station?) _____ Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like			Somewhat Liked			Liked Very Much
1	2	3	4	5		

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful			Somewhat Helpful			Very Helpful
1	2	3	4	5		

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like			Somewhat Liked			Liked Very Much
1	2	3	4	5		

Comments: _____

Any other comments? (Please use additional sheets if needed.)

format of sheets were limited

Thank you!

MEETING EVALUATION

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 ☐ Church bulletin
 ☐ HOA/NA bulletin
☒ Sign placed in US 281 the project corridor
 ☐ Friend/family/word of mouth
 ☐ Facebook
☐ Twitter
 ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) SA TOLL PARTY

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

WE WANT & NEED A NON-TOLL OPTION
NEED TO BE BETTER STEWARDS OF TAP #'S
AQUIFER IMPACT.

Thank you!

MEETING EVALUATION

Public involvement is key to the success of the US 281 Environmental Impact Statement. Your feedback will help us better meet your needs as we move forward. Please take a few minutes to complete this meeting evaluation form.

How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer ☒ e-mail from San Antonio Toll Party
 Newspaper (which one?) _____ Radio (which station?) _____
 TV (which station?) _____ Email (from whom?) _____ *IQ test*
 Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Would've liked an open forum Q&A but this was my first meeting, usually out of town for work, have lots of questions. Forum was very specific to the feedback needed.

Thank you!

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☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) Jaclynn Fragoso w/

Other: Mailing SA Metro Planning

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

A Light Rail system from Bulverde to downtown would
be very helpful. A couple park & rides btwn Bulverde & 1604
& perhaps one more btwn 1604 & Bikers Rd could work.

Thank you!

MEETING EVALUATION

Public involvement is key to the success of the US 281 Environmental Impact Statement. Your feedback will help us better meet your needs as we move forward. Please take a few minutes to complete this meeting evaluation form.

How did you hear about tonight's meeting? (check all that apply)

☒ 411on281.com
 ☐ Church bulletin
 ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor
 ☐ Friend/family/word of mouth
 ☐ Facebook
☐ Twitter
 ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Include crash rate (on 281 vs. state rate) increase number
 include travel time averages
 in animated slideshow

Thank you!



MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: USPS (mail)

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: STATION #2 ERRONEOUS (BRIDGES & LANES SHOULD HAVE BEEN ADDED YEARS AGO.)

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

ITEM #10 PART 2 IS THE MOST DESIREABLE.

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) Tommy Adkins

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: Poor parking situation

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

I hope this is not just a feel good
exercise for the community.
Get politics out of the equation. Use
highway funds for what they were intended.

Thank you!



MEETING EVALUATION

Public involvement is key to the success of the US 281 Environmental Impact Statement. Your feedback will help us better meet your needs as we move forward. Please take a few minutes to complete this meeting evaluation form.

How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) TURF

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: Too much vague "fluff"; not enough detail.

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments: Surprised that staffers did not always have answers.

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: Not what we wanted to talk about.

Any other comments? (Please use additional sheets if needed.)

The question is whether these meetings really accomplish anything or whether they are "window dressing" to make the citizens feel better but are ignored in the real plans.

Thank you!



MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) TERRY HALL

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like			Somewhat Liked			Liked Very Much
1		2	<u>3</u>		4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful			Somewhat Helpful			Very Helpful
1		2	<u>3</u>		4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like			Somewhat Liked			Liked Very Much
1		2	<u>3</u>		4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

DON'T ~~FOR~~ TOLL TEXAS !!!

Thank you!

MEETING EVALUATION

Public involvement is key to the success of the US 281 Environmental Impact Statement. Your feedback will help us better meet your needs as we move forward. Please take a few minutes to complete this meeting evaluation form.

How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) KTSB & WOAI

TV (which station?) KSAT/KENS Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

INCREASE GAS TAX + REMOVE Education from GAS TAX.
REPLACE Education Money w/ small sales tax INCREASE.

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) that is a joke Radio (which station?) KTSA, WOAI

TV (which station?) yes Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

seems very slanted toward skewing opinion (for sales)

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

no clear objective

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Take politics out! Get rid of appointed people on the MPO/RMA they do not represent "we the people." And they are total political animals.

Thank you! *p.s. "Just follow the money."*

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com
 ☐ Church bulletin
 ☐ HOA/NA bulletin
☒ Sign placed in US 281 the project corridor
 ☐ Friend/family/word of mouth
 ☐ Facebook
☐ Twitter
 ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

No folks - Unless every road in every part of the city must be included. to now pay for our Road we already paid for theirs!!

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com
 ☐ Church bulletin
 ☐ HOA/NA bulletin
☒ Sign placed in US 281 the project corridor
 ☐ Friend/family/word of mouth
 ☐ Facebook
☐ Twitter
 ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) TEXAS TURF

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: _____

Any other comments? (Please use additional sheets if needed.)

use Bigger Signs to advertise

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☒ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer ☒ SA Toll Party Notice

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: SA Toll Party

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: _____

Any other comments? (Please use additional sheets if needed.)

(*) Its time for additional lanes, and fly-overs, on Highway 281.
 → Without Tolls →

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☒ 411on281.com
 ☐ Church bulletin
 ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor
 ☒ Friend/family/word of mouth
 ☐ Facebook
☐ Twitter
 ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

I find the wording of this "Comment Card" / "Meeting Evaluation" difficult to understand. For example, the "Partially Moved" section

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com
 ☐ Church bulletin
 ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor
 ☒ Friend/family/word of mouth
 ☐ Facebook
☐ Twitter
 ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: _____

Any other comments? (Please use additional sheets if needed.)

meeting format is too time consuming

Thank you!



MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☒ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	(3)	4	5

Comments: Great place but hard to find

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	(3)	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	(2)	3	4	5

Comments: confusing

Any other comments? (Please use additional sheets if needed.)

#12 "Implement Policy Changes and Growth Management"
is absurdly intrusive in terms of Government. It
is already fatally flawed at the outset.

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com
 ☐ Church bulletin
 ☐ HOA/NA bulletin
☒ Sign placed in US 281 the project corridor
 ☐ Friend/family/word of mouth
 ☐ Facebook
☐ Twitter
 ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) HOA

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

MANY PEOPLE STILL THINK AN ENVIRONMENTAL IMPACT STATEMENT
HAS ONLY TO DO WITH ENDANGERED SPECIES.

HAVING THE GROUPS REPORT OUT WAS NOT USEFUL - EVEN IF THEY BRING UP
IMPORTANT IDEAS, WE HAVE NO OPPORTUNITY TO DO ANYTHING WITH THAT INFO

MANY PEOPLE WANTED TO FOCUS ON TOLLS OR COSTS, THEY DIDNT UNDERSTAND THAT WE WERE
SIMPLY EVALUATING ALTERNATIVES AND THE OTHER STUFF WILL BE ADDRESSED
LATER. HAVING PEOPLE WHO ARE EXPERTS & INTIMATELY INVOLVED WITH THE PROJECT
GIVE THE BRIEFINGS IS PROBABLY A MISTAKE - YOU NEED TO HAVE PEOPLE
WITH THE SAME PERSPECTIVE AS THE AUDIENCE DO THE TALKING

Thank you!



MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) JA TOLL PARTY

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

NA

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: _____

Any other comments? (Please use additional sheets if needed.)

THE FOOD WAS SUPER.

BEER WOULD HAVE BEEN EVEN BETTER.

Thank you!



MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☒ 411on281.com ☐ Church bulletin ☒ HOA/NA bulletin
☒ Sign placed in US 281 the project corridor ☒ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) RMA & TREF

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

PART 1 - PURPOSE & OBJECTIVES SOMEWHAT CONFUSING
PART 2 - NEED TO PRESENT TOLL & NON-TOLL AS
ALTERNATIVES, I.E. 10A. NON-TOLL, 10B. TOLL
WHOLE PROCESS TOO COMPLEX (BUT UNDERSTAND IT IS
DRIVEN BY EIS STRUCTURE).

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

TURF

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: TURF SA TOLLS Website

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: irrelevant photos/misleading shots

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Complete conflict of interest for
personal monetary gain. Not listening
to private citizens. Smoke screen to
benefit sale to H.B. Zachary for toll
roads - Ditch the walkers & bikes

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: 411on281 MAILER - RCD LAST WEEK.

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like			Somewhat Liked			Liked Very Much
1		2	3		4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful			Somewhat Helpful			Very Helpful
1		2	3		4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like			Somewhat Liked			Liked Very Much
1		2	3		4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

TRY VERY HARD TO REDUCE THE EIS TIME SO
WE CAN GET STARTED SOONER.

Thank you!

MEETING EVALUATION

Public involvement is key to the success of the US 281 Environmental Impact Statement. Your feedback will help us better meet your needs as we move forward. Please take a few minutes to complete this meeting evaluation form.

How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☒ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: SMALL VENUE LIMITED PARKING

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: NOT SURE OF REASON FOR THE PART 1

Any other comments? (Please use additional sheets if needed.)

Thank you!

MEETING EVALUATION

Public involvement is key to the success of the US 281 Environmental Impact Statement. Your feedback will help us better meet your needs as we move forward. Please take a few minutes to complete this meeting evaluation form.

How did you hear about tonight's meeting? (check all that apply)

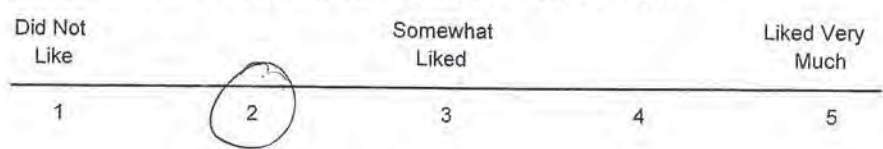
- ☐ 411on281.com
- ☐ Church bulletin
- ☐ HOA/NA bulletin
- ☐ Sign placed in US 281 the project corridor
- ☐ Friend/family/word of mouth
- ☐ Facebook
- ☐ Twitter
- ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

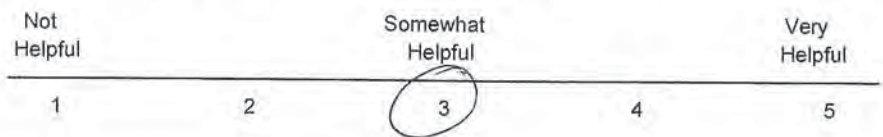
Other: TURF

On a scale of 1 to 5, rate the location for tonight's meeting?



Comments: TRAFFIC ISSUE ONLY - NICE FACILITY

On a scale of 1 to 5, rate the information presented and on display? OTHERWISE



Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?



Comments: _____

Any other comments? (Please use additional sheets if needed.)

Thank you!

MEETING EVALUATION

Public involvement is key to the success of the US 281 Environmental Impact Statement. Your feedback will help us better meet your needs as we move forward. Please take a few minutes to complete this meeting evaluation form.

How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Thank you!

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☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer ☒ RMA

Newspaper (which one?) _____ Radio (which station?) 550

TV (which station?) _____ Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Thank you!

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☒ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) ☒ _____

Other: mail

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Thank you!

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☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☒ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: read on mysa.com

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: I understand being on the corridor, but easier to get to at previous locations.

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Thank you!

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How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: postal mail

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like			Somewhat Liked			Liked Very Much
1	2	3	4	5		

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful			Somewhat Helpful			Very Helpful
1	2	3	4	5		

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like			Somewhat Liked			Liked Very Much
1	2	3	4	5		

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Thank you!

MEETING EVALUATION

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☐ 411on281.com ☐ Church bulletin ☒ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like			Somewhat Liked			Liked Very Much
1	2	3	4	5		

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful			Somewhat Helpful			Very Helpful
1	2	3	4	5		

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like			Somewhat Liked			Liked Very Much
1	2	3	4	5		

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☒ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) ✓ SA Express Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com
 ☐ Church bulletin
 ☒ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor
 ☐ Friend/family/word of mouth
 ☐ Facebook
☐ Twitter
 ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) KSAT-12 Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☒ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____
 TV (which station?) _____ Email (from whom?) From Alamo RMA
 Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: A little far out for me - I don't live near here!

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: Very well presented

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: Thought this was helpful + dynamic/interesting

Any other comments? (Please use additional sheets if needed.)

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

<input type="checkbox"/> 411on281.com	<input type="checkbox"/> Church bulletin	<input type="checkbox"/> HOA/NA bulletin
<input type="checkbox"/> Sign placed in US 281 the project corridor	<input type="checkbox"/> Friend/family/word of mouth	<input type="checkbox"/> Facebook
<input type="checkbox"/> Twitter	<input type="checkbox"/> Socializer	

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

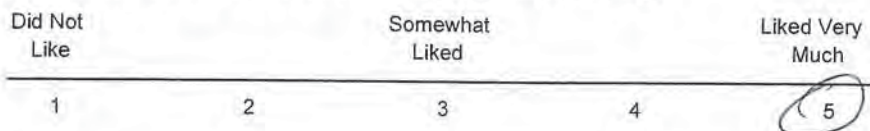
- ☒ 411on281.com ☐ Church bulletin ☒ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) RMA

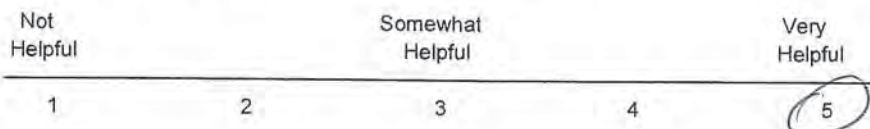
Other: MAH 4/1/2011

On a scale of 1 to 5, rate the location for tonight's meeting?



Comments: _____

On a scale of 1 to 5, rate the information presented and on display?



Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?



Comments: _____

Any other comments? (Please use additional sheets if needed.)

Thank you!

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How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: Word of Mouth

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: Alamo RMA

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	(3)	4	5

Comments: parking

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	(5)

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	(5)

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Thank you!

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☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Thank you!

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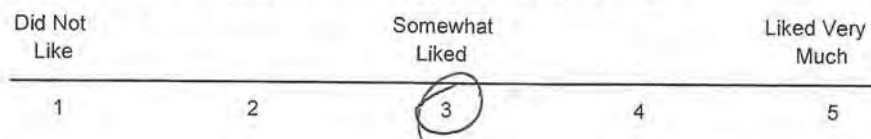
- ☒ 411on281.com
 ☐ Church bulletin
 ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor
 ☒ Friend/family/word of mouth
 ☐ Facebook
☐ Twitter
 ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

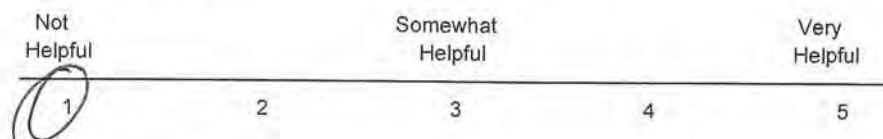
Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?



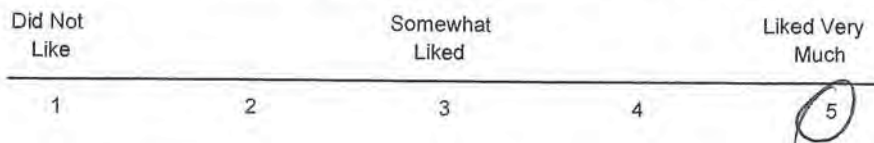
Comments: _____

On a scale of 1 to 5, rate the information presented and on display?



Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?



Comments: _____

Any other comments? (Please use additional sheets if needed.)

Thank you!

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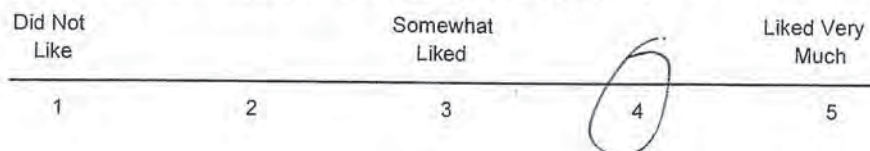
- ☒ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) RMA

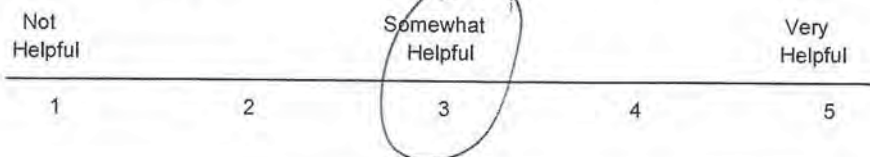
Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?



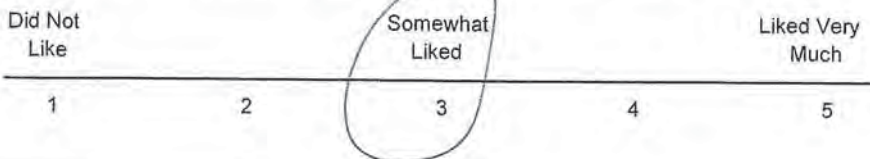
Comments: _____

On a scale of 1 to 5, rate the information presented and on display?



Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?



Comments: _____

Any other comments? (Please use additional sheets if needed.)

Thank you!

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☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful			Somewhat Helpful		Very Helpful
1	2	3	4	5	

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like			Somewhat Liked		Liked Very Much
1	2	3	4	5	

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Thank you!

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How did you hear about tonight's meeting? (check all that apply)

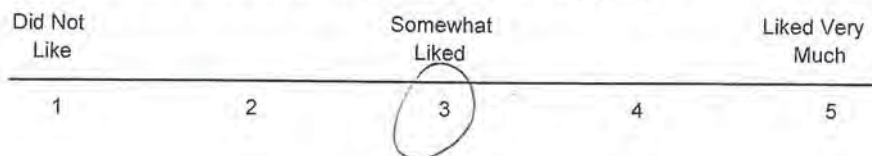
- ☒ 411on281.com ☐ Church bulletin ☒ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☒ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) _____

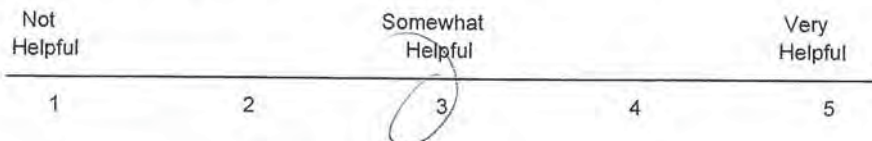
Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting?



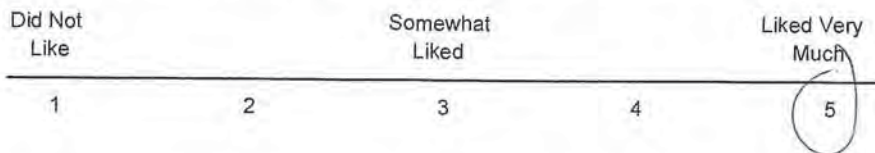
Comments: _____

On a scale of 1 to 5, rate the information presented and on display?



Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?



Comments: _____

Any other comments? (Please use additional sheets if needed.)

Thank you!

MEETING EVALUATION

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How did you hear about tonight's meeting? (check all that apply)

☐ 411on281.com ☐ Church bulletin ☐ HOA/NA bulletin
☐ Sign placed in US 281 the project corridor ☐ Friend/family/word of mouth ☐ Facebook
☐ Twitter ☐ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from whom?) Linda Ximenes

Other: ON CAC

On a scale of 1 to 5, rate the location for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	<u>3</u>	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display?

Not Helpful		Somewhat Helpful		Very Helpful
1	2	<u>3</u>	4	5

Comments: _____

On a scale of 1 to 5, rate the small group work format used for tonight's meeting?

Did Not Like		Somewhat Liked		Liked Very Much
1	2	<u>3</u>	4	5

Comments: _____

Any other comments? (Please use additional sheets if needed.)

Thank you!

APPENDIX G
Court Reporter Transcript of Verbal Comments

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2ND PUBLIC SCOPING MEETING FOR U.S. 281
ENVIRONMENTAL IMPACT STATEMENT (EIS)

NOVEMBER 17, 2009

SPRING HILL EVENT CENTER
2455 Celebration Drive
San Antonio, Texas 78261

□

2
3
4 ORAL COMMENTS GIVEN BY: PAM FARRIS
5 RUSSELL SEGUIN
6
7 PRESENTATION GIVEN BY: JIMMY ROBERTSON
8 MICHAEL SEXTON
9
10 SMALL-GROUP WORK SESSION INSTRUCTIONS GIVEN BY:
11 LINDA XIMENES
12
13 COMMENTS GIVEN BY SMALL-GROUP REPRESENTATIVES
14
15 ORAL COMMENTS GIVEN BY: JOHN TEDOR
16 BYRON JUEN
17 HAL FIESELER
18 RUSSELL SEGUIN
19 DON DIXON
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Comment #123

1 MS. PAM FARRIS: Okay. Basically, I don't
2 think that we need to have toll roads, especially at this
3 point. Obama, George -- our country is already in such a
4 recession, and it looks like they're trying to bankrupt the

5 whole United States. And with people unemployed, if we're
6 going to go into a depression or whatever is going to
7 happen, people certainly cannot afford toll roads.

8 we had the money. The taxpayers have given the money to
9 expand 281, as well as 1604, but it's because of government
10 corruption, nonresponsibility of -- you know, irresponsible
11 fiscal use of the money. You know, waste -- government
12 waste. You know, corruption is the only -- you know, that's
13 the reason that we don't have the money, is because the
14 people who are supposed to be watching over and taking care
15 of that money spent it on other things. And so we've got
16 the money. So whoever spent it, pay it back to the
17 taxpayers and use their own millions of dollars since
18 they've spent ours.

19 But we cannot afford to have any kind of toll roads. We
20 need to expand 281, but we certainly don't need any 20-lane
21 road. Give me a break. You know, how asinine is that? I
22 think whenever you get into government, some way you lose
23 all common sense and everything is only on me, me, me, and
24 how can I get some money and how can this benefit me. But,
25 you know, they're supposed to be working for the taxpayers

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1 that pay their salaries, and we paid the money for the
2 expansion of roads.

3 we certainly do not need 20 lanes and we do not need a
4 toll -- toll roads. We've already paid for it. Put the
5 money where it's supposed to be used for and you wouldn't
6 have these problems.

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Comment #124

1 MR. RUSSELL SEGUIN: What we want done on 281
2 is for the overpasses to be put in what we have paid for.
3 Myself, my family, my friends that live in this area, have
4 not paid taxes for last 25, 30 years to have a toll road put
5 in.
6 I'd like to know how is it possible that Comal County
7 finds the resources to put their overpass in at 1863 and 281
8 ten years ago? Maybe our politicians in Bexar County should
9 call the officials in Comal County and find out how they did
10 it because, apparently, they have knowledge and information

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resources that we, in Bexar County, do not have.

12 Also, we're being told that there is just not enough
13 money to fix all the roads the way they need to be when, I
14 think, it's a matter of prioritizing. It appears that TxDOT
15 has chosen to spread the money out to areas that really
16 don't need attention right now as in 37 and Military Highway
17 where they're redoing the interchange. That could have been
18 put off until 281, for example, is finished.

19 we want the overpasses that we paid for, nothing else.
20 Thank you.

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1 MS. TERRY CARTEL: My name is Terry Cartel,
2 and I'm the Executive Director of the Alamo Regional
3 Mobility Authority, and we are the entity that's responsible
4 for working with the Texas Department of Transportation,
5 Federal Highway Administration, in preparing this
6 Environmental Impact Statement for Highway 281.

7 And first and foremost, I want to thank each of you for
8 taking time out of your busy evening. We all have a lot of
9 commitments, I know, in our daily lives and our evenings are
10 precious to us. And I also know that this community has
11 spent a lot of time on this topic and have attended a number
12 of meetings related to 281.

13 I hope you find that tonight's meeting and the format, in

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14 particular, provides an opportunity for you to be more
15 engaged with a range of alternatives that are being
16 considered as a part of this study process.
17 And with that, again, welcome and I will turn it over to
18 our team that's going to be working with you this evening.
19 Thank you.
20 MR. JIMMY ROBERTSON: Thanks a lot, Terry.
21 Hi, everybody. My name is Jimmy Robertson. I work for
22 Jacobs and I am the project manager for the 281
23 Environmental Impact Statement project. I want to thank
24 everybody for coming out tonight.
25 we have sort of an unusual meeting format. Many of you

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1 have been coming to 281 meetings, I suspect, maybe for years
2 now. Who has ever been to a 281 meeting before? (Hands
3 raised) That's a lot of us. Tonight, though, we're going
4 to do something a little bit different, a little more
5 engaging.
6 And what we'd like to do is, after a short presentation,
7 kind of have a conversation. We want -- we want -- we want
8 to have a dialogue. Linda Ximenes, our public involvement
9 lead, is going to talk with you a little bit about the
10 small-group work sessions. I really encourage you-all to
11 stick around after the presentation. We should be done by
12 around 7:00 o'clock and then we're going to get into these
13 small-group work sessions, do a couple of exercises. We're
14 going to ask you-all to talk among yourselves. And then,
15 after that, we'll report out to the group kind of what
16 you-all talked about.

17 So it's a little different than maybe what we've been
18 doing in the past and we hope it'll be useful to you and
19 useful to us. Certainly, to us because what we're doing
20 tonight is called scoping. We're in the scoping part of the
21 EIS process, and what that means is we're literally trying
22 to identify all of the key issues, the project lead and
23 purpose, the alternatives for solutions to the problems we
24 have on U.S. 281. And it's important that, as we go through
25 this -- this process, that we spend a lot of time talking

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1 with you-all. So we -- we've already had one -- See if I
2 can get this. Talking about the importance of community
3 engagement in the scoping process.

4 We've had one public scoping meeting already that was
5 back in August. And did anybody come to that meeting who is
6 here tonight? (Hands raised) Great. Some of you may
7 recognize some of the exhibits. We brought those forward
8 again for folks that are coming for the first time. So
9 we've also had two community advisory committee meetings.
10 Who, here, is from the community advisory committee for U.S.
11 281? Could you raise your hands? (Hands raised) Thank you
12 all very much for coming.

13 These folks are meeting on a regular basis to work more
14 closely with our team in identifying key issues, helping us
15 solve -- work through the problems and come up with some
16 solutions for 281. We have been able to learn from the last
17 several months of working with the agencies in the community
18 about what's important to this project. And we've
19 identified some needs and some purposes.

20 If you've gone around the exhibits tonight, you've seen
21 some of the work that we've been able to pull together
22 regarding quality of life, regarding functionality, safety
23 and growth issues. And from those needs, we've been able to
24 identify several major purposes of the project, and those
25 are to address growth, improve safety, improve functionality

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1 and enhance quality of life. Those are pretty general
2 statements. And so we have spent some time going to the
3 community advisors, to the agencies, reviewing the record,
4 and we've come up with about sixteen objectives that are a
5 little more specific. They're still not super specific, but
6 they're a little more descriptive of what we would look for
7 for any alternative that would be advanced.

8 So tonight we're asking you several questions. One of
9 the questions is, do we have these objectives down or are
10 there other objectives or how would we change these
11 objectives that we've identified? Another one of the
12 questions is what about the range of alternatives that have
13 been identified? The alternatives evaluation process that
14 we're going through right now. We also have some
15 recommendations for you about what alternatives to eliminate
16 from further consideration and which alternatives to carry
17 forward for further evaluation.

18 where we're leading with all this is by January or
19 February of next year we will have conducted additional
20 screening of alternatives and be coming back out to the
21 community advisors, to the agencies that are working with us
22 and to the public in a meeting like this to recommend a set

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23 of reasonable alternatives that will be carried forward for
24 detailed evaluation in the draft EIS. So that's kind of
25 what we're up to tonight.

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1 Again, thank you so much for coming out on a cold night
2 in San Antonio. I'm going to ask Michael Sexton now to come
3 up and talk with you a little bit about the alternatives
4 development process. Michael is our corridor planning
5 engineer.

6 MR. MICHAEL SEXTON: Thank you. Can
7 everybody hear me? Okay. I'm just going to go without that
8 because I couldn't do it, and I apologize. I'm going to be
9 moving very quickly, but I recognize that as comfortable as
10 these seats are, you'd just as soon get up. So we're going
11 to take a whirlwind tour through the alternatives analysis,
12 if I can get it to work.

13 All right. The alternatives analysis that we're going
14 through is much like if you go gem mining. You get some
15 dirt out of the ground, hopefully, it's got some gems in it.
16 You run it through the first course sieve and you get the
17 biggest rocks out. And that's what we're doing up here at
18 the top where we are.

19 We have a large number of alternatives that we worked
20 together with you in the meeting in August and we're doing a
21 preliminary analysis. We're going to refine things a little
22 bit in the second level and go to a much more detailed
23 analysis in the third level and the final alternatives or
24 packages of alternatives will be carried forward in the EIS.
25 So the level of analysis increases as we move down through

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1 the process, but your involvement is a constant. We are
2 very interested. And tonight we're not coming out telling
3 you what we found, we're coming out with what we think are
4 some reasonable recommendations and looking for your input.

5 Level one, the analysis that we have just completed,
6 leads us to some recommendations based on whether we're
7 compatible with regional plans based on whether the
8 technology is proven somewhere in the United States and, of
9 course, if there are serious adverse impacts associated with
10 some of these solutions.

11 We'll be coming back with level two and level three, and
12 we heard about the concern that the community has that was
13 illustrated a couple of weeks ago at the MTL meeting that
14 was held out here and we are going to look at highway
15 alternatives as both a toll and nontoll solution so that you
16 can see what the differences are in terms of some of the
17 other criteria that we'll be measuring in the EIS. Also,
18 again, public comment is key. We're very interested in
19 everything that you have to say and -- and think during the
20 process.

21 Now, let's move very quickly into the preliminary
22 alternatives. We had 21 alternatives after the August
23 meeting. We begin with the no-build alternative and we use
24 a number of transit alternatives, both of a fixed guideway
25 or a rail solution, as well as a nonguideway solution such

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1 as you have in the corridor today. Then, we also have
2 highway improvements and we have other types of improvements
3 that don't involve either necessarily directly highway or
4 transit. Let's move in very quickly.

5 The no-build alternative is our baseline. Everything that
6 we do or consider doing in the corridor, we want to measure
7 against this. So there are some things that are going to be
8 built in the next couple of years such as the smart street
9 improvement -- super street, I'm sorry -- and the
10 improvements to the 1604-281 interchange. Because those are
11 a short-term solution that we know is going to happen, we're
12 incorporating them in no-build. To not do so would be to
13 overstate the amount of need that we have in the corridor
14 and it would be biased in the alternative.

15 Additionally, the MPO has a long-range 2035 plan that has
16 a number of improvements. We're incorporating all of this
17 improvement except any improvements that would be in the
18 study area; that is, from 1604 north eight miles. We're
19 taking any improvements that might be in the MPO plan out so
20 that we have that no-build condition. And then as we look
21 at different improvements and strategies, we can see how
22 they adjust or how they change factors such as travel time
23 and other criteria that we'll be using.

24 All right. Transit alternatives. There's a heavy rail
25 alternative that's used in San Francisco, Atlanta and

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1 Washington, D.C. and a number of other areas. Great system
2 if you've ever been on it, but we are recommending that it
3 not be continued because San Antonio is not considering this

4 technology within the larger community and we want this
5 study area to be incorporated into the rest of the area. So
6 you can make a trip beginning here and going someplace else.

7 Commuter rail is another popular solution. It's used in
8 places like Dallas and it relies on freight rail lines. Lot
9 of people use it in the city that it's used in, but we're,
10 again, recommending that it not be carried forward because,
11 number one, you don't have a freight rail line out in this
12 corridor. And number two, they're not planning on the rest
13 of the 281 corridor to put this in place. So, again, it
14 would be an eight-mile solution within a 20- or 30-mile
15 universe and probably not a cost-effective solution as a
16 result.

17 Next, we have monorail. Monorail is a futuristic-looking
18 alternative. It's employed in Seattle and Las Vegas. Works
19 well in those cities, but we are not, again, recommending it
20 here in this corridor because the rest of the community is
21 not going to use monorail. And we've been working very
22 closely with VIA during this process in order to make sure
23 that we were on the same page that they were. And they do,
24 in fact, agree with us that this is not a solution that
25 would make sense at this time.

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1 Automated guideway transit is another option. You've
2 seen it any time you go to a major airport and it's a great
3 technology, but it's a short-distance technology and because
4 of its relatively low speed and short distance that it
5 serves, we don't think that it's a good solution here in the
6 corridor.

7 Next up, personal rapid transit. This is a futuristic
8 technology. In 20 years we may see this dominating a number
9 of cities, but today, there's only one place that it's
10 located and that's in West Virginia University and it's only
11 in a single short linear corridor. We don't think that we
12 need to experiment with your needs for transportation in a
13 very congested corridor and, as a result, we're recommending
14 that we not carry this technology forward.

15 Well, sounds pretty negative if you ask me. Can't we say
16 something positive in here? Well, yes, we can. Light rail
17 transit is in 32 different cities around the country. It's
18 very popular in Portland, Oregon, San Diego, Utah -- Salt
19 Lake City, Utah, Dallas, Fort Worth, Houston. All very
20 popular. We're recommending that it be carried forward.

21 Right on its heels is another technology called street
22 car or sometimes modern street car. It's making its
23 appearance. Again, it started in Portland, Oregon, and we
24 also see these are technologies that VIA is considering in
25 the rest of the corridor and so we're carrying them forward.

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1 Another option is bus. We start out with the tried and
2 true fixed route bus such as you have down on Sonterra today
3 and we recommend that that continue forward. We're also
4 looking at express bus. This might operate within the
5 corridor. It might make five, six stops within the study
6 area and then travel closed door down 281 or across 1604 to
7 another major activity center where it would open its doors
8 and have five or six stops so that it gets you from Point A
9 to Point B relatively fast. And we're recommending that

10 this be carried forward.

11 Bus rapid transit is something that VIA is looking at in
12 the Fredericksburg corridor and it is something that the
13 federal government is very, very positive on. They see this
14 as the wave of the future. It's, essentially, a
15 futuristic-looking bus that moves through signals very
16 quickly and has all kinds of advantages such as faster
17 loading and unloading, reduced-fair collection systems so
18 that it's very, very useful. And we're recommending that
19 this be carried forward.

20 Now let's take a look at some of the highway alternatives.
21 First thing, if we've got congestion on 281 today, why don't
22 we just add a couple more lanes out on 281 by itself? You
23 know, if we've got this kind of congestion, let's just add
24 another lane right over here and see what happens. And
25 that's an alternative. We're going to look at that. We're

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1 also going to look at grade separated interchanges.

2 Now, this is Wurzbach. And what we've done -- or what
3 someone has done is they have built an overpass across a
4 congested intersection, reducing the number of conflicts so
5 that traffic can flow smoother. And you'll notice this on
6 ramp right here has a driveway connected into it. This is
7 the simplest solution where, rather than building a whole
8 set of additional facilities to take this traffic off, we
9 just make the minor change -- well, not minor, but we make a
10 change at the intersection to reduce the conflicts and we
11 still have the conflicts at certain driveways. It's not the
12 most desirable solution, but it's probably better than what

13 you have today.

14 SPEAKER: Doesn't that -- Is that like at the
15 airport? Is that what's called a grade separated
16 intersection at the airport?

17 MR. MICHAEL SEXTON: well, that's a whole
18 directional separated interchange. You don't see any of
19 those fly-over ramps here. This is the simplest step up
20 from what you have. That's a good question, though. But
21 another thing we could do, if we got too much congestion on
22 281, is we can try and get traffic off of 281, put it on
23 parallel corridors.

24 Now, obviously, the two parallel corridors that we have
25 today are Blanco and Bulverde and today, largely, they're

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1 two-lane roads, get over capacity at different times during
2 the day, but there are plans in the 2035 plan to make them
3 four or possibly, even in some sections, six lanes wide.
4 And all we propose to do is add onto that.

5 And one thing I would like to state, just for
6 clarification, is there's some concern that if -- and I use
7 the word if -- you were to toll 281, you wouldn't be allowed
8 to make these improvements that are already planned in the
9 long-range plan. But the reality of the matter is that
10 because these are in the long-range plan, they're
11 grandfathered in and if someone were to decide to do a toll
12 on 281, these would be eligible to move ahead regardless.

13 Another consideration is let's just build a whole new
14 corridor. Unfortunately, as you look through this area,
15 this is 281 and this is Bulverde and here is Blanco over

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16 here. You can see there really isn't a place that we could
17 get through without being a bull in a china shop. As a
18 result, we're recommending that we not carry this forward
19 because there are just too many impacts otherwise.

20 Now, another thing we could do is we could upgrade 281 to
21 what we would call an expressway. Here is 281 south of 1604
22 in the what I call the Grand Canyon section and you have --
23 here is what you have today. You have streets that connect
24 to cross streets and connect to driveways and businesses and
25 then you have the expressway down in the canyon itself so

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1 that traffic can move through it. If you're long-distance
2 traffic, you get down here; if you're short-distance
3 traffic, you stay up here. And this is what we're talking
4 about with functionality. We're trying to provide for both
5 movements at the same time.

6 Another variation of that is found in Tampa, Florida.
7 And here, what they've done is they've actually created a
8 directional three-lane expressway that's built above the
9 existing facility. And this is a cut-away section. You
10 don't need a hot air balloon or an elevator to get up to
11 that particular area. But -- Yes, sir.

12 SPEAKER: We kind of did the same thing on
13 I-10. It's going to town. There's an elevated section that
14 does something similar.

15 MR. MICHAEL SEXTON: Yes. Yes. Exactly.
16 Good point. Thank you. All right. And we're recommending
17 all of these get carried forward.

18 Another consideration not done in San Antonio, but

19 certainly done in Dallas and Houston and other parts of the
20 country, is an HOV lane. An HOV lane is something that's
21 becoming more popular now. HOV lanes came out. They move
22 more people per hour than a common freeway lane, but the
23 problem is those of you that don't -- aren't eligible to
24 ride in those HOV lanes, you look across and you see empty
25 pavement. You say, 'What a waste. Look at all these cars

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1 that are stacked up in my lanes. Why shouldn't we be
2 allowed to move over in those other lanes?'

3 well, the government has given consideration to that and
4 what they've done is they've started renting out that blank
5 space of pavement. And if you are driving in a vehicle that
6 doesn't have enough people in it to qualify as an HOV,
7 whether that's a carpool, van pool or a bus, they allow you
8 to jump over in that lane and pay a toll to use that free of
9 congestion.

10 Now, if you choose to use that, obviously, you pay for it.
11 The people that you leave behind in the other lanes actually
12 get a benefit because you're not there anymore. And so
13 their traffic congestion goes down a little bit, your
14 traffic congestion goes down a lot and, again, you have the
15 choice: You can stay in the lane or you can go over. And,
16 again, you don't take an existing lane to do any of these
17 things. You have to create a new lane to do that. And,
18 again, we're suggesting that this be carried forward.

19 Finally, we come to some other alternatives on 281. In
20 the Mobility 2035 plan, and as described back in the board
21 back there, there's plans to do growth management.

22 Essentially, to say, okay, 1604 will allow development after
23 2015. We'll allow development to continue in there, but in
24 the rest of the county, we're going to stop. We're not
25 going to encourage any more development. And what that does

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1 is it tends to reduce the length of travel that you have to
2 make to get from home to work and it just makes more
3 efficient use of the system, makes transit more desirable
4 and more efficient. And this is part of the 2035 plan.

5 Another consideration would be bike and pedestrian
6 facilities. You might say, well, you know, if we go out in
7 the corridor, we can't solve the problems with bikes or
8 pedestrians facilities. And you're probably right, but what
9 we can do is we can improve the quality of life and we can
10 serve some percentage of the traffic in the corridor
11 relatively easy by putting in these facilities. So maybe
12 they aren't stand-alone facilities, but as part of a
13 package, they form a comprehensive solution. And coupled
14 with some of the other alternatives, they get us to where we
15 need to go. And transportation system management merely
16 says, let's make more efficient use of what we have. The
17 super street is a good example of something here, improved
18 intersection of signal operation.

19 Other things that we might consider is encouraging ride
20 sharing and instant management system such as Guide Star has
21 in much of the rest of the corridor. Doesn't cost much, can
22 be put in quickly and easily and is part of the solution.

23 Now, finally, travel management. This is transportation
24 system management on steroids. Here, instead of just

25 putting a carrot out that we'd like you to do these things

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1 that would be more efficient, in some parts of the country,
2 they use travel demand management to force people to do
3 things that is more efficient use of the system. They may
4 go in and say all employers over 500 people have to have
5 their people arrive at staggered periods and alternate work
6 schedules, things of that nature.

7 So, in summary, there were six alternatives that we
8 recommended for deletion: Heavy rail, commuter rail,
9 monorail, automated guideway, personal rapid transit and a
10 new parallel highway corridor. We are still carrying
11 forward fifteen alternatives. The no-build, of course, will
12 always be in there and then the other alternatives that I've
13 discussed previously.

14 Now, at this time, I'd like to call on Linda and Linda is
15 going to tell you how much fun you can have.

16 MS. LINDA XIMENES: Hi, everybody. You have
17 an agenda that looks like this and on the back side it has
18 something that says "A small group work set." That's what
19 I'm going to talk to you a little bit about right now. You
20 also have a yellow sheet that has a number up in the corner.
21 The yellow paper says part one and on the corner, up on the
22 right-hand corner of that yellow sheet there's a number.
23 You find it? That number is the table that we're asking you
24 to sit at. You've been randomly divided up into these
25 tables and we had started with a lot more tables, but we

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1 have fewer people than what we had anticipated, so we're
2 going to ask some of you who are assigned to higher-number
3 tables to move into a lower-numbered table, but I'll get to
4 that in just a second.

5 At your table, there'll be a facilitator who will work
6 with you to help you to move through the tasks that we're
7 asking you to do in the next hour or so because we're going
8 to work in small groups for about an hour and then come back
9 together and each group will report from their group kind of
10 what they talked about so that you can hear what was
11 discussed in the other groups.

12 Everybody's going to have the same questions, everybody's
13 going to have the same worksheets, but because there are
14 different people in the different groups, you'll have little
15 bit different discussions. There might be some things that
16 get emphasized in one that don't in another. And so that's
17 why we do the report afterwards.

18 So after you work in your small group, there'll be -- in
19 your small group, the facilitator will ask you to identify a
20 recorder. Somebody who's going to write down notes on a
21 worksheet that we have that we'll give you and you'll
22 have -- you'll work on this yellow sheet first, which is
23 part one. It looks at the purpose and -- the need and
24 purpose and the objectives. There will be things that Jimmy
25 and -- and Michael went over with you just a few minutes ago

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1 in the presentation and you'll work on that worksheet with

2 your facilitator and then you'll have a conversation about
3 that just to talk a little bit about what your thoughts were
4 about the different purposes, your needs and purpose and the
5 worksheet itself.

6 Then we'll have a second part, part two, that will ask
7 you to look at all the different alternatives that Michael
8 just went through. That's listed -- That's a white
9 worksheet. That's a big sheet of paper. It's this one that
10 looks like this. It's a big sheet. Looks like this. Your
11 facilitator will go over that with you in the small groups.
12 It's also part of your packet. There's a worksheet there.
13 That second worksheet. Then you'll work that also with your
14 facilitator and then you'll have a conversation about that
15 worksheet, as well.

16 So you'll have an opportunity to talk about the needs and
17 purpose and how those objectives relate to that and then
18 you'll also have an opportunity to talk about and look at
19 how the alternatives -- these different alternatives that
20 were presented right now that are being carried forward, how
21 those relate to the purposes of the -- of the study or the
22 improvements, rather. So we'll ask you to do that.

23 You'll have about an hour to do that in and then we're
24 going to ask -- at the end of your conversation, we're going
25 to ask one of you-all from your group to volunteer to be a

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1 recorder to talk about this, the highlights of your
2 conversation; not to give a detailed, you know, blow-by-blow
3 thing, but just a one-minute synopsis or summary of the
4 conversations that you-all had in your small groups. Are

5 there any questions about the process? I mean, your
6 facilitator will go over all this with you, as well, in just
7 a minute. Okay. No questions?

8 The tables that we're going to be using are back here in
9 the back. The ones right straight back here are numbered 1
10 through 10. And then, if you go through these doors right
11 over here, there's a table -- I'm sorry, 1 through 9 is over
12 here and if you go through this door, table 10 is right over
13 here. If you have a number higher than 10, 11 or higher, if
14 you will just go to whichever these ten tables set, where
15 people are at, if you will just sit at one of those tables,
16 as long as it's not a full table. Okay? We wanted to do
17 this randomly, so this is just another way of doing it
18 randomly. Okay?

19 And let me just introduce your -- in table 1, Sonia
20 Jimenez will be your facilitator. At table 2, it'll be
21 Tricia Bruck; at table 3, it'll be Leigh-Ann Fabianke; table
22 4 is Bethany Feinstein; table 5 is Laura Christ; table 6 is
23 Lori Ivy; table 7 is Jeff Casbeer; table 8 is Krista
24 McDermid; table 9 is Larry Allen and table 10 is Brett
25 Altman. So those are the facilitators. They'll introduce

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1 themselves when they sit down to the table and you'll have
2 about an hour to work. So if you would go to your table
3 now. The restrooms are back here to the back on your left
4 if you need to do that either before or after.

5 (Small-group discussions)

6 MS. LINDA XIMENES: We will now ask you to
7 stop to report. What I'm going to do is ask you to do a

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8 one-minute summary of what your conversation was about.
9 Okay? You can choose anything that was good on the recorder
10 sheet. I'm going to ask you to stop and then only the
11 groups that have something different to report, then we'll
12 ask you to report what the conversation was in your group.
13 I'm going to start with group 1.
14 SPEAKER: The three most interesting things
15 our small group said was there's been too much delay and too
16 much indecision on 281. There's too many options in these
17 plans and there's -- we're not happy with the continued
18 diversions on gas tax. It needs to stop. We had a range of
19 opinions. Or did.
20 what was our range of opinions? we really didn't have a
21 range of opinion or wide range of opinion. We pretty much
22 agreed on a nontoll freeway. And we agreed on one thing,
23 change 1604 to an expressway, the frontage road and no
24 tolls. We should have a plan with reasonable costs and
25 then -- reasonable cost and minimal time.

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1 MS. LINDA XIMENES: Group 4.
2 SPEAKER: My name is Demi, group number 4,
3 and the three most interesting things that my group talked
4 about were maximizing state and federal monies and other
5 nontoll resources, and I think we're with Group No. 1 over
6 here, with the emphasis on nontoll resources. Important
7 advantages, if any: Reducing traffic time and adding
8 additional capacity to accommodate the growth, reducing
9 travel times, improving access to adjacent roads and cross
10 streets, reducing the conflict between local access and --

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11 you know, for -- just for safety reasons and the main
12 highway, you know, the local access roads. And reducing
13 crash rates.
14 And, also, we did talk a little bit about diverting gas
15 -- gasoline tax money to other projects instead of keeping
16 what it's supposed to be for, kind of like Social Security
17 in that.
18 MS. LINDA XIMENES: Group No. 9.
19 SPEAKER: My name's Julie Klein. We
20 discussed some of the same things that the other groups
21 have, but there was also a lot of talk about the whole
22 process has been very long and drawn out. And one of the
23 concerns that also came up was that if we really do
24 drastically expand 281 north of 1604, what happens to 281
25 when you go into town? Is it just going to bottleneck

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1 there? You may stop a problem maybe going on at the
2 northern end, but then at the southern end, you have a big
3 problem 'cause there's nowhere to go.
4 And that there was a lot of feeling from the group that
5 the -- particularly the first form. It was very difficult
6 to maneuver and really know how to honestly answer and
7 understand issues.
8 SPEAKER: My name's Miley LaRouse and three
9 most interesting things people said was why are we still
10 considering light rail street cars? We already shot this
11 down several times. And the current plans -- regional plans
12 don't necessarily address all solutions so when -- that was
13 in the objectives. It was also mentioned that possible

14 public-private partnerships are to be part of those plans.
15 So that's not satisfactory. They're illegal. And I forget
16 what number three was. I guess there wasn't anything
17 interesting.

18 We had a range of opinions on everything. Some of us
19 were more environmentally oriented and some people wanted
20 bike/ped. Others said we just need to expand 281 north.

21 What did we agree on? Didn't like light rail, street
22 cars, waste of money. Those need to go. Options like
23 transportation management too prescriptive. We agreed that
24 we need to consider cost, obviously, to fund resources.

25 SPEAKER: My name is Carol Herrera. Our

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1 group was very focused on the need to move the most amount
2 of cars down the road in the least amount of time and agreed
3 that eliminating traffic lights would be a good way to do
4 that, but also said this is great, but we have a political
5 problem here because we need to pay for this process. So
6 how are we going to do that. So spent a lot of time
7 discussing how our roads are funded in the first place and
8 we really need to protect our transportation funds. So just
9 recognizing the political issues there.

10 We were very heavily in favor of expressway options 7
11 through 10, especially number 10 where, as a group, we were
12 in agreement that we do not want toll roads. We were
13 unanimous in that. And that's pretty much it. Anything
14 else that I missed? And, of course, we care about the
15 environment, too.

16 SPEAKER: My name is Ann, and the most

17 interesting thing that we talked about were quality of life,
18 safety and water quality. We thought those were very
19 important. We also thought the bike-walking ped lanes were
20 nonproductive and we thought that item 10 was very
21 practical. I don't have it written down, but it was
22 practical.

23 we had a range of opinions on the objectives and which
24 ones should be eliminated. Then we agreed on strongly that
25 adding facilities for cyclists and pedestrians were

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1 completely out of the question and absolutely not going to
2 be used by majority of people and upgrading existing 281
3 north to 1604 to an expressway and also have the frontage
4 road was a great idea. Thanks.

5 SPEAKER: My name is Elena Serna and two of
6 my group members are from California, so we had a really
7 interesting conversation about what they do in California.
8 We also had a great Q and A session with Patrick Erwin,
9 who's from the Alamo RMA. Very helpful.

10 we had a range of opinions on the importance of
11 environmental protection, what that should look like. Also
12 the inevitability of growth. Some of us just thought
13 different things about just, in general, how best to address
14 the transportation needs, obviously. But we did agree that
15 something needs to be done, that this is a real problem.
16 Obviously, something that's taken a very long time to
17 address so a lot of my group members really like number 10.

18 SPEAKER: Yes. My name's Lloyd. Number one
19 goal here was voted by all people on the table as the best

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20 was, improve functionality is the biggest goal. And along
21 with that, number 2, maximum use of all access lanes and
22 that the HOV lanes and the HOT lanes usually are empty while
23 the free lanes are congested so, therefore, it does not look
24 to those who use the highway as moving the maximum amount of
25 people. In other words, that's not the best improvement of

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1 functionality goal there. Number 3, the -- there was no
2 lower-cost objectives so that was voted by all people that
3 it should be one of the objectives.

4 In other words, line 5, look at column 4, columns Lower
5 Cost, was not an objective, which we think it should be, but
6 so -- and that under objectives, which objectives troubled
7 us, someone mentioned such as mass transit and bike lanes
8 were what one person said silly objectives because most
9 people wouldn't use them. Basically, on that, it would be
10 nice to have those options if there was unlimited funds and
11 we could probably do everything.

12 Basically -- so a lot of busy objectives, but not too
13 much focus on real objectives that really get the job done.
14 So I think that pretty much -- pretty much covers
15 everything.

16 SPEAKER: Good evening. My name is Charles
17 Forrester, group 8, pretty much ditto everything we've
18 already heard, but one of the more interesting things was
19 the surprise at the large number of options that were
20 required to solve what appears to be a simple solution. Why
21 does the process have to be so complicated? We kind of sat
22 down, seemed there was a little bit of motion, maybe

23 (inaudible) figured out before it was all over that we were
24 more united than we were apart. So we really didn't have
25 anything we disagreed on. We did agree that we'd like to

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1 reduce the conflicts between the local access and improved
2 traffic. We don't want tolls. We would like to see
3 competitive bidding on any solution, functionality was the
4 most important criteria and we want to do the quickest, most
5 cost effective and simplest solution.

6 SPEAKER: Hi. I'm Bob Terrell. I represent
7 table 1 -- 2. The main thing that our table discussed was
8 transporting the most amount of people from Point A to Point
9 B and getting them through the corridor and how we were
10 going to do that; reducing the conflict between the through
11 cross traffic. The tax rate for just this community -- you
12 put in the toll option, obviously, it's going to be another
13 tax. We all know that. To oust people who work in this
14 area, the pizza guy, people in-betweeners, the stock boy at
15 HEB, I can go on and on. There's no way those are going to
16 be able to afford the toll road. We need to expedite this
17 issue.

18 I've built a house in 2001 in Encino Park. I've come to
19 every meeting just about. This is ridiculous. We need a
20 phase master plan to talk about. We don't have to do it all
21 right now. We can do part now, part later and keep going
22 on, but we need a master plan that's modular that you can
23 build on. We need a free option. Right now, we need to
24 time the lights to reduce traffic lines. The (inaudible)
25 need the tax. We need people in office that need to care

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1 about our tax dollars. We spend \$200 million to build the
2 expressway, option ten. I think everybody in here wanted
3 it, but we can't afford \$250 million to build road
4 (inaudible) all our (inaudible) doesn't make any sense.

5 The noise -- the noise was an issue of the too many
6 lanes, the safety and time. Another thing, all the time
7 issue is getting more wrecks, more people get killed, it's
8 not being addressed, if we don't hurry this project along.

9 We did -- A few of us like the elevated option. I think
10 it goes a -- certain times of day, it goes one way; another
11 time of day you flip the traffic around, goes the other way.
12 Number 12 option was way too broad. We would accept number
13 eight, but we want number ten.

14 And one more thing. And another thing is bottleneck 1604.
15 If you're going to build 20 lanes over here, you're not
16 going to have any on the other side of 1604. -- doesn't fix
17 it. Aquifer. My biggest concern (inaudible) is the
18 aquifer. And I didn't see anything up here about the
19 aquifer. I was born and raised here in San Antonio. It's
20 our only supply of drinking water and you've got to protect
21 the aquifer. And I don't think building 50 lanes across the
22 top of it is going to help it along. Thanks.

23 MS. DEMI: I just thought of something that
24 no one here has really addressed. This table did talk about
25 this a little bit and I talked about it with some people in

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1 the very beginning. This would be the only area that really
2 has a toll road. I think it'll affect all our property
3 values. I know that four years ago, if I had known that
4 there would be a toll road, I would not have moved here.
5 So, I mean, that -- that, to me, is a big deal. That we
6 would be the only ones that were totally disadvantaged in
7 this area in terms of people buying homes here and that
8 would -- it is -- it's discriminating if that's
9 usually (inaudible) works.

10 And I really -- I just wanted to thank you. I think this
11 was a really great format and I think it was a really
12 wonderful meeting in the way you put it together. The
13 transparency's real important to me and I appreciate that
14 you put it together. Like you and Leroy and whoever else.
15 Thank you.

16 MS. LINDA XIMENES: James Dean with Alamo
17 RMA. So thank you for that. Let me remind you to please
18 fill out your comment cards and if you haven't given that to
19 your facilitator, give that to your facilitator or put them
20 in a box here. (Inaudible. Everybody talking)

21 MR. JIMMY ROBERTSON: -- putting this
22 together three months or so, so come end of January,
23 beginning of February, we'll be coming back out for another
24 meeting with you-all, be another meeting with the community
25 advisors and with the agencies that we're working with. So

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1 stay tuned and check out the EIS pages on the 411 on 281
2 website. We're trying to put as much information up there.
3 I appreciate the comment about the transparency. That's a

4 lot of what we're trying to establish with our EIS process.
5 So do check EIS pages on the website and thank you. Thank
6 you again for coming out tonight. You-all take it easy.

7 MS. LINDA XIMENES: On the back side of your
8 comment card, there's an evaluation form. You fill that out
9 also. And we want to recognize Spring Hill Event Center.
10 They donated the refreshments, all of the support.

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12 (Oral comments follow)

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Comment #125

1 MR. JOHN TEDOR: I have a little bit of a
2 concern about the format tonight. I think that it was
3 confusing to at least some people. I know that some of the
4 people at our table were very confused by the objectives and
5 purpose. They weren't clear. Nobody really understood how
6 to fill out those forms. The overall format of having some

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7 group interaction, I think, was good, but the specific forms
8 that we were given were not that useful.

9 There are too many alternatives and -- and the
10 alternatives did not make clear whether it was a tolled or
11 untolled option. It looks to me like they're trying to
12 stealth the toll option in and there was nobody at our table
13 that wants to see the road tolled. I don't think there was
14 anybody here tonight that wants to see the road tolled for
15 any of numerous reasons. We should have the funds to build
16 the road with overpasses and frontage roads in a nontolled
17 configuration. The money was there. Where did it go?
18 Let's just do it the way it was supposed to be done.

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Comment #126

1 MR. BYRON JUEN: I was very concerned with
2 the format of tonight's meeting, especially on the purpose
3 and -- the objectives and the purposes. I found the wording
4 very ambiguous, difficult to understand. You didn't know if
5 you were voting for something that you were against. Excuse
6 me. Voting is not the right word. You didn't know if your
7 opinion was -- if you were judging something that you were
8 against and if you were actually being for it. It was just
9 very difficult to understand the format of tonight's

10 meeting.

11 In addition, as it pertains to the MPO 2035 document
12 that's steering this EIS, they didn't mention anything about
13 diminished growth of single-occupancy vehicles. Today,
14 86,000 cars go over 281, whereas, the toll road would need
15 200,000 cars a day just to break even.

16 Another thing I found inconsistent in the documents -- in
17 the working documents here is it is currently illegal in the
18 state of Texas to encourage public-private partnerships. In
19 today's documents and in the MPO 2035, they are encouraging
20 public-private partnerships and, once again, they are
21 illegal.

22 In addition to that, I would like to know what the Early
23 Action Compact is. I would like to know what is the Texas
24 State Data Center and I would also like to know why is it
25 that ACOG gets to approve population forecasts. I would

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1 also would like to see our state demographer present at the
2 next EIS meeting. His name is Carl Eschenbach. Thank you.

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Comment #127

1 MR. HAL FIESELER: My name's Hal Fieseler. I
2 live in the Northwood Hills Subdivision, which is located on
3 the corner of Bulverde and Evans Road. The Bulverde-Evans
4 Project addresses the run-off water from Bulverde and the
5 fact that it is going to be treated before it enters the
6 aquifer. I'm assuming that 281 run-off will also be that
7 way.

8 But my concern is in that subdivision, Northwood Hills,
9 it is served -- the whole subdivision is serviced by septic
10 tanks. Since '98, those -- a number of those septic tanks
11 have been flooded and, of late, it doesn't take but about
12 three inches of rain to go over the lateral lines, over the
13 holding tanks and that water is -- the purification of that
14 water has not been addressed that I know of in any of the
15 meetings. I've been to several meetings.

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16 My question would be when and how would that water be
17 treated if it's -- maybe they -- somebody don't even know
18 it's happening, but I can show you where my lateral lines
19 are. It gets inundated every time it floods. I've lived
20 at that house 37 years. I've never had an opportunity or a
21 reason to sump the septic tank, sump out the septic tank,
22 clean out the septic tank, because Mother Nature does it for
23 me on a regular basis. And this putrid water is going
24 downstream and somewhere down there it enters the purified
25 water that comes off of the Bulverde Road Project, 281

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1 project. It all ends up in the aquifer, but nobody wants to
2 address the septic tanks being flooded in the subdivision of
3 Northwood Hills. And that is my concern.

4 And I would like to have that addressed or be contacted
5 or I would be glad to visit someone or have a representative
6 come out. I'll do a walk-through on my property, show
7 exactly what happens when the flood comes and it comes on a
8 regular basis now. And that's basically what I'd like to
9 say.

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Comment #128

1 MR. RUSSELL SEGUIN: First off, I just want
2 to say that, based on what was covered tonight, that the use
3 of my time coming to this event was not worthwhile. Also
4 wanted to go on record that the -- the sheets that were
5 used, the worksheets, much of what was written on and how it
6 was written was confusing and hard to understand what it
7 means to agree or disagree, particularly on the comment
8 card. The -- the proposed and alternative worksheet, much
9 of it was confusing what it actually was being proposed on
10 some of these options.

11 When it gets down to it, what will fix 90 percent of our
12 problem, at least, is simply putting the overpasses that we
13 have paid for and let's stop this nonsense and just get it
14 done and stop holding us hostage on U.S. 281 north. Thank
15 you.

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Comment #129

1 MR. DON DIXON: I have quite a few concerns
2 about the process. I believe the -- the process should be a
3 complete open form. In other words, an open forum is where
4 you have the presentation and then the public makes comments
5 where everybody hears the comments at one time. In other
6 words, that's an open forum.

7 I've been to Williamsburg, Virginia, and they explained
8 in the 1700s how an open forum worked and it worked very
9 well. This was not an open forum. This was, basically, a
10 closed forum. So you don't -- you don't get the reaction
11 with the people present if you're in too small groups. So
12 the process, I don't think, it -- personally, I don't think
13 was a good one.

14 what the people want and what the people need is what
15 they -- what the people can afford. They already pay their
16 gas tax and the registration fees. These fees should be
17 used for everyone. It should not be discriminated against.
18 If they use these fees and funds in a toll road, it
19 discriminates against a lot of people because a lot of
20 people can't afford to pay extra in addition to their gas
21 tax and registration fees and the other taxes they already
22 pay and on a right-of-way that they have already paid for
23 years and years and years ago. Now they want to convert
24 that right-of-way to a toll road? This is just wrong. We

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25 should never have any kind of law that allows that to

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1 happen. That is just -- That's, basically, very fraudulent
2 act of the people in power and the politicians to ride over
3 the people because take a right-of-way that they've paid for
4 and then turn it into a toll road? That's just wrong.

5 what we need is we need to make sure that the culture of
6 San Antonio is not destroyed. This culture is very open,
7 very friendly. We welcome everyone to this community. A
8 toll road would be very, very unfriendly to our tourism
9 business, to our military personnel that -- that are
10 stationed here and our medical-needs people who work and
11 come here for medical services. And now we're going to put
12 toll roads all over San Antonio?

13 Or have a two-tiered system where the rich can afford to
14 get on a nice road and then people who don't have those
15 means are stuck in traffic or weaving through neighborhoods
16 and hurting the neighborhood streets, causing those costs to
17 go up. This is just not the way to have a good
18 transportation system.

19 We need roads. We've got our cars, we've got our trucks,
20 but we don't have a road to use them on. We need a freeway
21 out here on 281 and we need overpasses that everybody can
22 use and get it done. These special interests that want
23 these toll roads and people who say that we don't have any
24 money, we're going to have to all work together to get the
25 money to build a freeway that the people want.

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1 STATE OF TEXAS)

2 COUNTY OF BEXAR)

3 COURT REPORTER'S CERTIFICATE

4 I, PATRICIA M. GREEN, Certified Shorthand Reporter
5 in and for the State of Texas, hereby certify that I was
6 employed to and did report in shorthand the matter entitled
7 "2ND PUBLIC SCOPING MEETING FOR U.S. 281 ENVIRONMENTAL
8 IMPACT STATEMENT" on NOVEMBER 17, 2009, and that the
9 foregoing 42 pages of transcription were prepared under my
10 direction and contain and constitute a full, true and
11 correct transcript of my shorthand notes taken at said time
12 and place and reflect, to the best of my skill and ability,
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14 original and one copy only hereof have been prepared at the
15 direction and for transmission to SONIA JIMENEZ, XIMENES &
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17 78215.

18 WITNESS my official hand this the ____ day of
19 _____, 2009.

20

21

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